Denville Days

Mildred Lawrence Gill

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The citizens of our township owe a real debt of gratitude to those who serve as members of our Board of Education.

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DENVILLE DAYS

A History of Denville Township

County of Morris
State of New Jersey
1600 - 1955

Compiled and Written by

Mildred Lawrence Gill

Edited by

Helen Smith Moorhead

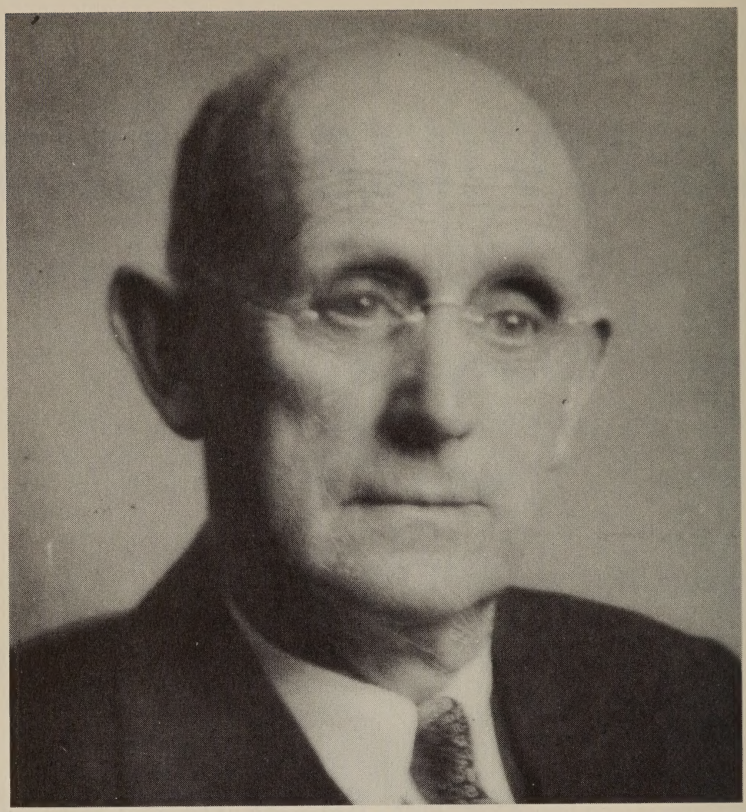
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THE LATE CALVIN L. LAWRENCE

DEDICATION

This book is dedicated to the memory of my father, Calvin L. Lawrence, who served Denville Township from its inception to 1935 when he became a member of the Board of Chosen Freeholders of Morris County, serving 9 years On the Board of Education when we were yet in Rockaway Township, he "moved with the land", and served on Denville Township's Board of Education. For 14 of the 19 years as a member of the Denville Township Committee he served as Chairman.

From him were learned the first lessons in citizenship and public service.

FOREWORD

This book has been written primarily to answer the questions of many young people in our Township schools. "What was it like in the 'olden' days?" "What did people do?" "What did they eat?" "How did they travel?" "What did our town look like?" These are but a few of the questions I have tried to answer by story and picture. It is my hope that young and old alike will enjoy reading these pages as I have enjoyed compiling them, and will come to an understanding and appreciation of those who have gone before us and started the building of the good life we enjoy today.

My sincere thanks go to all who contributed information and pictures, to the Denville Board of Education for their cooperation and encouragement, to Mr. William E. Davenport for his help and support, to Mrs. Vernon Joy who did the typing of the manuscript, to Mrs. Smith Moorhead for editing, to Jesse Wilson for his excellent photography, to the Weaver Printing Co. and to my husband, Samuel J. Gill, for his help in planning and arranging the book.

LIFE IN THE EARLY DAYS

Our town, like so many others in our country, just grew because of location or circumstances -- No one toured the country side and decided that "here would be located a township and that it should be named Denville" -- Our history is the history of a wild and unsettled land inhabited only by the wild things of field and stream. Indians called the land we know as New Jersey - "Scheyechbi" or the "land between the waters."

The Lenni Lenape Indians roamed the woods and fields. The Indian name of Lenni Lenape signifies, in their tongue, "the original people", a title they adopted under the claim that they were descended from the most ancient of all Indian ancestry. This claim was admitted by more than twenty other aboriginal nations who accorded to the Lenapes the title of "grandfather" or a people whose ancestry antedated their own. The whole nation was deeply embued with ancestral pride and they gave expression to the pride in their intercourse with the Europeans as well as in their attitude to the other branches of the Indian inhabitants.

Groups of the Indians of the Lenni Lenape or Delaware tribe were known to the white race by their Indian names taken from the names of the rivers upon which they lived such as the Whippanong, the Pomptons, the

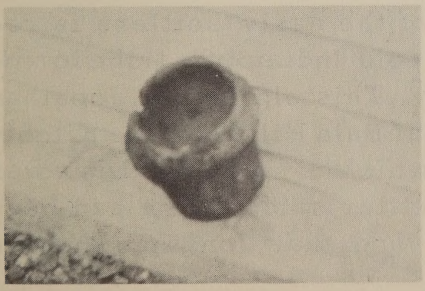


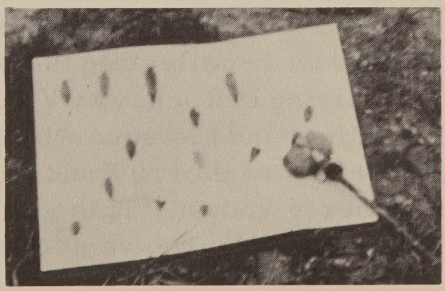
Minnesink and the Musconetcong. They lived in little groups scattered through the hills and valleys, worked some of the cleared fields, planting corn and gathering the wild natural foods that grew here. Young poke plants, dock leaves and dandelions were no doubt used as vegetables. Cranberries, Huckleberries, blackberries, strawberries and many other wild fruits were plentiful. The early white settlers learned from the Indians to use many of these things too.

Early families as well as the Indians hunted the forests for deer, bear, wild turkey, squirrels and rabbits. The ponds yielded fish, wild ducks and geese. Hunting then was not a "sport". Hunting was necessary to maintain life. Only that which was actually needed was killed.

Big deer with curved antlers called "mammoth" roamed these hills.

Charles E. Willis in his book "Scouts of '76 says: "A man named Van Guilder and his son, discovered in a small depression which was filled with muck and only a short distance from the shore of Lake Hopatcong, the complete skeletons of five mammoth, three of full grown animals and two of calves. The skeletons were intact except for a few toe bones, and were sold to museums. Before the waters of the lake were raised by the dam, many teeth of the mammoth were found in the water near the shore when the Lake was low in the summer time."







Indian Lookout on Rock Etam

The higher spots of our countryside were used for look-outs. Rock Etam on the hill back of the Lawrence farm in Union Hill was one of the chief look-outs and bears the marks of its Indian users yet today. To the South of this look-out in a field now owned by Wili Ebeling was a camping ground. For many years at ploughing time the earth yielded arrow-heads and stone implements.

Another look-out was on Bald Hill in the North section of Denville Township. The last Indians to live here were known as "Jonathan and his squaw" -- a queer name for an Indian? -- Perhaps but it shows the influence of white settlers. Could not the name have been learned from some early white family? According to Munsell's history of Morris County, records show that there was originally an Indian settlement on the old David Peer place in Denville, and one of the early settlers is reported as recollecting the last old Indian of a tribe formerly living in Rockaway Valley. This old Indian, Jonathan by name, and his squaw lived at Bald Hill near the Kitchel place at Cranberry Pond (by which name Cedar Lake was formerly known.) This old settler said that he had been at Jonathan's wigwam often and that Jonathan and his

squaw would occasionally come to the Peer place. Jonathan and his squaw belonged to a Southern tribe. They settled there long before the war and took sides with the British. After the war they were obliged to leave and so settled here. Jonathan and his squaw lived and died in their wigwam atop Bald Hill. There they were buried.

No doubt in our area there are many unmarked Indian graves.

A note from "Scouts of '76" by Charles E. Wills says:" A skeleton of an Indian nearly 8 feet in length was dug up near the foot of Lake Hopatcong at the time the Morris Canal was built in the year 1832.

The first white settlers to claim this land we now call New Jersey were the Dutch. However in 1664 King Charles the II. of England acted against the Dutch and took possession of the land. Finding themselves in conflict with the English in New Amsterdam (now New York City) they came across the river and settled first along the shores of New Jersey. When the settlers became more numerous they gradually ventured inland.

The Indians lingered here until about 1750. They then moved out of this section, but not out of the State of New Jersey. As late as 1832 an act was passed by the legislature authorizing the purchase from the Delaware (Lenape) Indians, who had then moved to Michigan, of their rights to all the territories of New Jersey. The Indian paths from one lake to another, and from the seashore westward, were the first roads and are often referred to in old deeds and land titles.

In 1682, Lady Carteret and trustees sold East New Jersey to the highest bidder, William Penn and eleven others, mostly Quakers, for 3,400 pounds. William Penn's object in taking up so much land appears to have

been to provide a place of refuge for the Quakers who were persecuted in England. He gathered them together and led them out of the land of persecution into this wilderness, -- a regular exodus into a new "Promised Land". Union Hill section of Denville was a part of this "Promised Land". For years a boundary line known as Penn's line was a landmark. A huge chestnut tree, cut down about thirty years ago, stood at the corner nearest the road of a cleared field just South of Union School. The line ran from this tree to a tree somewhere near the foot of Rock Etam hill below the point where Ted Payne's house now stands. No trace of this second tree could be found. State Highway Route 10 probably covers the spot today.

The earliest location of lands in the township appears to have been made by William Penn; the first of them dated the 23rd of August, 1715. The part of Rockaway Township included in these early surveys may be designated as Franklin, John O. Hill's farm, Pigeon Hill and the property known as General Wind's farm.

Tradition has it that many underground "railroads" for the escape of Negro slaves were operated through here and in and around Millbrook by the Quakers.



"Penn's Chestnut" - Union Hill

The history of our state shows division after division as more and more people came to the various sections.

The earliest white settlers to permanently locate in what is now Morris County were the Dutch who came from Pompton Lake. Closely following them were the sturdy New Englanders by way of Caldwell and Livingston. In 1710 a few families settled in Hanover and Whippany. The settlement in Hanover is believed to have given its name to the whole region and that the whole of Morris County, then a part of Hunterdon, was comprised of one civil township known as "Hanover".

Southeastern portions of the county were first settled by Germans who sailed from Holland bound for the Dutch colony of New Netherland. Adverse winds carried them south and they entered the Delaware instead of the Hudson. Arriving at Lambertville they began their journey across New Jersey but tarried at what is now German Valley, Washington township, attracted by the character of the soil and the beauty of the hills.

In 1713 an Englishman by the name of John Wills bought of the proprietors of East Jersey a large tract west of Mendham. In the same year the village of Chester was laid out in lots.

Thus, from opposite directions, men of different nationalities began the work of subduing the forests of this section. The energy and self sacrifice of these Dutch and English finally resulted in the meeting of the two in the middle of the county.

The first settlements were along streams and it was not until after the Revolution that the rugged hills of the region were considered worth purchasing for their timber.

Thus Morris County was separated from Hunterdon County by act of the General Assembly passed March 13, 1738, and Sussex County was taken from Morris in June, 1753.

Proprietors had the right to "locate" lands and then to sell the land or to sell the right to locate. In many instances a settler would make his own location of unsurveyed or unlocated lands and then apply to the proprietor for a deed and whenever several surveys were required either by the settler or by the proprietor the surveyor general would visit the place and make the surveys.

Early surveys show that "locations" were made for nearly all of Rockaway Valley. From them it is inferred that settlements of from one to ten families commenced at about the same time in different parts of the township.

Rockaway Township was the eleventh township to be formed in the county. It was originally a part of Pequannock and Hanover Townships.

The name Rockaway was used by the pioneers to designate the stream flowing through the valley. Some authorities claim that the name was given by the Indians and adopted by the English while others assert that Rockaway is of Dutch origin and was originally spelled Rotegevel.

The name designated several distinct places and things immediately connected with the locality viz. the village of Rockaway, the Rockaway River, Rockaway Valley, Rockaway Neck, "Old Rockaway" and Rockaway Township.

Several things contributed to the development of Rockaway Township. One of the most important of these

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was the discovery of iron ore in the hills; another the construction of the Morris Canal which connected this section with Newark and the coast and the third the building of the railroad.

The greater portion of the hilly territory of Rockaway Township was of very little value for farming purposes and the discovery of iron ore opened up an industry of a very different kind and a more productive source of wealth.

In the early discovery of iron deposits the facilities for mining were very crude. The market for the ore was limited and as a general thing the forge and the mine belonged to the same party and there was no motive to mine in excess of the ability to manufacture. The work was done with the least possible expense - all by man power.

At the Hibernia mine, about four miles east of Rockaway village, a furnace was located as early as 1765 and the mine was worked before and during the Revolution. The earliest workings of the mine were all at the foot of Hibernia Hill where the soft top ore could be easily procured, and it was not until about a century later that the industry was fully developed.

HOME LIFE

What were the homes like in those early days? Some records show that the settlers copied the wigwams of the Indians as temporary shelters, using them while they built small wooden homes. The early houses were mainly dwellings with one large room serving as kitchen and living room. This was heated by a fire-place. Sometimes the fire-place took the whole end-space of the house. Cooking was done over the open fire and in many homes a stone closet-like affair was built right beside the fire-place. On the shelves of this "oven" hot coals were placed until the stones were "hissing hot". After the coals were swept away the bread, cakes and pies were placed inside to bake.

Small bed-rooms were attached to the main room and occasionally a room was finished off overhead. These were referred to as "loft rooms". Some of the furniture was brought from the old homeland but much of it was hand made from the wood of the forests. Several old buildings in this area boast of hand-hewn beams and "pegged" floors. The beams for the early homes were cut and shaped with axes. Whittled pegs held beams and floors together before the days of nails.



Fireplace and ovens in early homes.

For the most part clothes were made at home. Flax was grown, spun and woven into cloth for clothing and other necessities. Flocks of sheep provided the wool which was carded, spun into materials or knitted into garments.

An old copy in the Rockaway Record, dated March 2, 1897, has this following poem submitted by J. P. Crayon. Mr. Crayon was interested in local history and wrote much concerning the people and times of these parts. He lived in Union Hill on the farm once owned by General Winds. The note accompanying the poem gives a detailed account of Rhoda Farrand's family.

In part he says:

"It is not often that poetry is appreciated, but the following from the pen of Eleanor A. Hunter found in an old magazine illustrates so many incidents and personalities of Revolutionary times -- days that tried men's souls -- and is of such local interest that it is worthy of reprint. I have found the incidents and personalities related are historically correct." Mr. Crayon adds that the Farrands, parents of Rhoda, lived on the back road from Rockaway to Hibernia. It is therefore reasonable to conclude that Rhoda may well have traveled through the country on which our town has risen. The story in rhyme reveals much concerning the life and times of people here-abouts during the Revolution.



Drawing by Mrs. Edward Brill

ODE TO RHODE FARRAND

In the last of these Centennial days,
Let us sing a song, to a woman's praise;
How she proved herself in that time of strife,
Worthy of being a patriot's wife.
A little woman she was -- not young,
But ready of wit and quick of tongue;
One of the kind of which Solomon told:
Setting their price above rubies and gold.
A memory brave clings around her name.
"Twas Rhoda Farrand, and worthy of fame.
Though scarce she dreamed, 'twould be woven in rhymes,
In these -- her grand-daughter's,
daughter's times.
Just out of the clamor of war's alarms,
Lay in tranquil quiet the Jersey farms;
And all of the produce in barn and shed
By the lads and girls was harvested.
For the winds of Winter with storm and chill
Swept bitterly over each field and hill.
Her husband was with the army, and she
Was left on the farm at Parsippany,
When she heard the sound of a horse's feet,
And Marshall Doty rode up the street;
He paused for a moment, and handed down
A letter for Rhoda from Morristown,
In her husband's hand -- how she seized the sheet;
The children came running with eager feet;
There was Nate and Betty, Hannah and Dan,
To list to the letter, and thus it ran.
After best greeting to children and wife;
"Heart of his heart, and life of his life,"
I read from the paper, wrinkled and brown,
"We are here for the Winter in Morristown,
And a sorry sight are our men to-day,
In tatters and rags with no sign of pay.
As we marched to camp, if a man looked back,

By the dropping blood he could trace our track;
For scarcely a man has a decent shoe,
And there's not a stocking the army through;
So send us stockings as quick as you can,
My company needs them, every man,
And every man is a neighbor's lad,
Tell this to their mothers; they need them bad."
Then if ever before, beat Rhoda's heart,
'Twas time to be doing a woman's part.
She turned to her daughters, Hannah and Bet;
"Girls, each on your needles a stocking set,
Get my cloak and hood; as for you, son Dan,
Yoke up the steers just as quick as you can;
Put a chair in the wagon, as you're alive,
I will sit and knit, while you go and drive."
They started at once on Whippany road,
She knitting away while he held the goad.
At Whippany village she stopped to call
On the sisters Prudence and Mary Ball.
She would not go in, she sat in her chair
And read to the girls her letter from there.
That was enough, for their brothers three
Were in Lieutenant Farrand's Company.
Then on Rhoda went, stopping here and there
To rouse the neighbors from her old chair.
Still while she was riding her fingers flew,
And minute by minute the stocking grew.
Across the country, so whithered and brown,
They drove till they come to Hanover town.
There mellow and rich, lay the Smith's broad lands.
With them she took dinner and warmed her hands.
Next to Hanover Neck Dan turned the steers
Where her cousins, the Kitchels had lived for years.
With the Kitchels she supped, when homeward turned,
While above her the stars like lanterns burned,
And she stepped from her chair, helped by her son,
With her first day's work and her stockings done.
On Rockaway River, so bright and clear,

The brown leaf skims in the Fall of the year.
Around through the hills it curves like an arm,
And holds in its clasp more than one bright farm.
Through Rockaway Valley next day drove Dan;
Boy though he was, he worked like a man.
His mother behind him sat in her chair,
Still knitting, but knitting another pair.
They roused the valley, then drove through the gorge
And stopped for a minute at Compton's forge.
Then on to Boonton, and there they fed,
While the letter was passed around and read.
"Knit," said Rhoda to all, as fast as you can;
Send the stockings to me, and my son Dan
The first of the week will drive me down,
And I'll take the stockings to Morristown."
Then from Boonton home and set of sun
She entered her house with her stockings done.
On Thursday they knit from the morn til night,
She and the girls, with all their might.
When the yarn gave out they carded and spun
And every day more stockings were done.
When the wool was gone, then they killed a sheep
A cosset -- but nobody stopped to weep.
They pulled the fleece, and they carded away
And spun and knitted from night until day
In all the country no woman would rest,
But they knitted on like people "possessed;"
And Parson Condit expounded his views,
On the Sabbath day unto empty pews,
Except for a few stray lads who came
And sat in the gallery, to save the name.
On Monday morn at an early hour
The stockings came in a perfect shower,
A shower that lasted until the night;
Black, brown and grey ones and mixed blue and white,
There were pairs one hundred and thirty-three
Long ones, remember, up to the knee;
And the next day Rhoda carried them down

In the old ox-wagon to Morristown.
I hear like an echo the soldier's cheers
For Rhoda and Dan, the wagon and steers,
Growing wilder yet for the chief in command,
While up at "Salute" to the brow flies each hand
As Washington passes, desiring then
To thank Mistress Farrand in the name of his men.
But the words that her husband's lips let fall,
"I knew you would do it," were best of all.
And I think in these Centennial days
That she should be given her meed of praise;
And while we are singing of "Auld Lang Syne,"
Her name with the others deserves to shine.

What foods did the people eat in the early days? -- From the Indians the settlers learned to grow and use corn. Lamb, pork or the meat from wild game together with fish, fruits, and vegetables the gardens provided made up the diet of the early families. Here are two stories which will help you to see life in the early days of our town.

The story of butchering time gives us a glimpse of preparation for winter in the early days. Suppose we let the lady who remembers it tell it in first person:

"When I was a child the fall days brought several exciting times to us. One such day was butchering day. The farmers living closest together always helped one another. When one family had a pig or two ready to kill and store for the winter the neighbors came together for a day to help. Days before, the farmer and his family would be busy cutting wood for the fire which heated the water under the big out-door kettle which sat atop a small "furnace" in the barn-yard. Bright and early on "butchering day the fire was built in the furnace, a huge cylinder

shaped affair with a smoke stack. The huge kettle was filled with water and covered with a board cover. By the time breakfast was over and the chores done the water would be steaming. Near the furnace a platform-like table with a huge barrel tipped at angles with the end of the table was set up. After the pig was killed the hind feet were fastened to a heavy stick. Two men standing on the table would douse the pig again and again in the barrel which contained scalding water, heated previously in the kettle. After repeated dousings the pig was pulled back onto the table where the hair was removed by "pig scrapers." These were round metal disks mounted on a handle. As soon as the hair was removed the pig was washed in a second barrel of water. After washing, it was hung from the branch of a convenient tree and slit in half. Heart, liver, and sweet-breads were saved and cleaned. The rest of the organs were buried immediately in a pit already dug. Pails of cold water then washed the pig again, this time inside and out.

Butchering was not done until very late in November when the days were sure to be cold. By evening the halves of the pig were pretty well frozen. These were carried to the cellar of the house. In those days there were no furnaces in the houses so cellars were cold and used as storehouses.



Out-door furnace



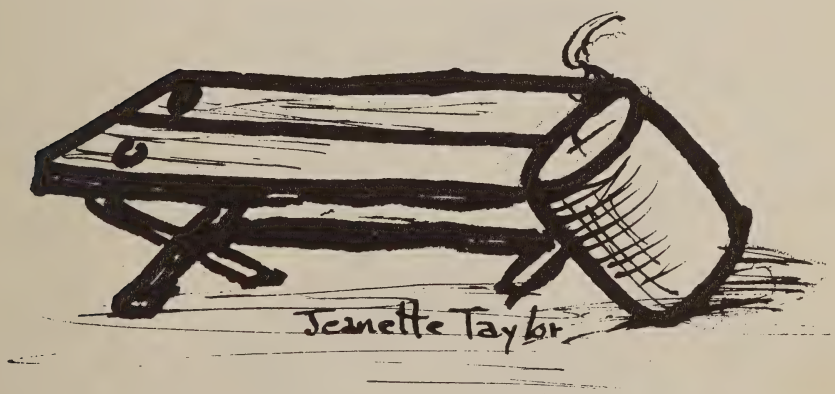
Kettle for furnace

Drawings by Jeanette Taylor

The farmer's wife had of course treated the visiting helping hands to a meal fit for a king at noon-time. Chicken with dumplings or biscuits or both were traditional fare accompanied by potatoes, squash, dried corn late tomatoes carefully stored in newspapers before the frosts, puddings, pies and cakes.

The cutting and storing of the meat was a ritual performed by the farmer and his wife. Hams, bacon strips and shoulders were cut and "strung" (a piece of string was threaded through a hole in each piece so that they could be hung in the smoke house.)

After chops and the roasts of fresh pork were cut, the scraps of lean meat were put into large pails. Into another large pail all the pieces of fat were placed. Later this was heated slowly on the kitchen stove until the lard was "tried out." The scraps of lean meat were ground into sausage, packed in large tin pans and covered with the melted lard to a depth of an inch or two. This sealed the sausage and once it was stored in the cellar would keep all winter.



Scalding Barrel and Table

Drawing by Jeanette Taylor

I mentioned the hams and bacon being strung and hung in the "smoke house." This was a small building without windows and with but one door, built over a pit dug in the ground. The floor was made of slats. Overhead poles held the meat. Into the pit would be built the fire for smoking the meat. First the dry wood was laid to start the fire. Over this large chunks of green apple or hickory wood went. This wood burned very slowly with much smoke. After several days or a week the heat and smoke would cure the meat and give it a delicious flavor. A pig or two would provide the average family with "good eating" for much of the winter.

"Pancakes made with buck-wheat flour and served with maple syrup gathered the Spring before plus the homemade sausage was the traditional breakfast of most farm families in the early days."

"Threshing days followed much the same pattern as the butchering days except they came late in the Summer or very early Fall. Sometimes the weather would be warm enough to set up long tables out-of-doors for the threshers' dinner".



Old Smoke House

Drawing by Jeanette Taylor

Wheat and rye grain was hauled to a mill soon after threshing and ground into flour. This was really pure, whole-grain flour. I can still remember the steaming hot "black" rye bread spread thick with home churned butter -- some say we didn't watch figures in those days and I can't recollect that many folks needed to. Hefty out-door work took care of the calories I suspect!

Mrs. Sarah Ann Fichter, widow of John Fichter, was born March 1, 1829, in the school district of Denville, next to John O. Hill's farm, (property around the Hill family cemetery of Cooper Rd. near the home of Avery Johnson.) In 1841, she attended school under John O. Hill at the Union School. According to Mrs. Fichter, John O. Hill was one of the best men that ever lived, always helping people and doing good in many ways. If anyone wanted to build himself a house, Mr. Hill would help him along. If someone wanted to sell a cow or other livestock to raise cash in time of need, Mr. Hill would buy and pay a good price. John Fichter once offered a cow for sale. One neighbor offered him $20, but John Hill gave him $40 for the cow. When John Fichter was drafted for the army he wanted to get a substitute, which cost $700. John Hill helped out with a check for a hundred dollars, the father-in-law lent a hand, the substitute was secured. It was the grandfather of John Hill who once took his son to church in Morristown and pointed out General Washington in the congregation taking Communion.

Mrs. Fichter was interviewed by Dr. Charles Platt at the home of her son Dan W. Fichter of Wharton. She had 28 grandchildren and 24 great-grandchildren. She was born in a log house which had a fine spring of water. It had one good large room on the ground floor, a half cellar, one room finished off upstairs, and an unfinished garret on the second floor.

Mrs. Fichter tells of a time when her mother was sick and the nurse went to get something at the other end of the room. Her feet were bare and when she unexpectedly trod on a snake in the dark, she started in fright. She went to the candle tree for a candle. (A candle tree was a little tree or branch set up high away from the mice, on which were hung the homemade candles.) When the nurse lighted a candle and searched for the snake, she could not find it. She went to look at the two children who were in bed and there was the snake making himself comfortable in their bed. Going to the fireplace, she stirred the fire which was never allowed to go out. She then gathered the corners of the sheet on which the poisonous copperhead was lying and secured the reptile in such a way that she could carry it to the fireplace and dump him in the fire. If Eve had only been as heroic! She can still remember how the snake writhed and squealed like a pig as the fire destroyed it!

When the old church at Rockaway, N. J. was built, before the Revolution, each person brought a log and they all helped build it together. So anxious were they to hold meetings that they held the first sitting on the wooden beams, before the floor was laid. Aunt Abigail Jackson was the first individual to attend this church. When asked how many had been to the meeting, she replied that there were just four at the meeting: "The Father, The Son and the Holy Ghost, and me". She sat on a beam and sang hymns. The next meeting had a larger attendance.

Mrs. Fichter's grandfather, Daniel Ayres, and his wife both sang in the choir of the Presbyterian Church at Rockaway. Daniel Ayres' mother was Annie Jackson. When she briefly referred to Dicky Brotherton, Mrs. Fichter quoted his words in a serious voice just as if she heard him speaking: "We must do right".

Once she attended a Quaker funeral. It was the funeral of Aunt Katie Forgus who lived in the hills above Dover and was a sister of John O. Hill's mother. The Quaker women were there in their bonnets. They sat quietly and moved their lips as if praying. Dicky Brotherton was there. After sitting, quietly for a time, Dicky Brotherton rose up and said, "It's time we're going".

Mrs. Fichter told of the day when the railroad first came to Morristown and everyone, Squire Stephen Conger among them, drove to Morristown to get a free ride to Newark, N. J. and back. That was a great day!

"In those days we used to spin and knit", relates Mrs. Fichter. After a while folks would go to Millbrook to get cards to spin instead of carding the wool at home. The women would make broadcloth at home and then take it to the fulling-mill at Millbrook to be finished. Tailors would come to their homes to make suits. Mr. Folliet from Connecticut was a tailor who married a sister of John Hill. He would go and stay at a house one day or two a week; then visit another family. This was called "whipping the cat".

When asked if she went to high school, Mrs. Fichter replied that she stopped going to school when she was about 14 or 15 years of age. What did she do then? "Helped Mother, I suppose. Yes, there was plenty to do. There was sewing, and I could spin and knit, besides milking, churning, darning and feeding the chickens. I could wash, iron and starch the clothes, make pies and cakes, make bread, and break the heifers to milking. One Spring I broke three heifers to milking so they were gentle and quite. Then I would feed the calves and hens, gather berries in their season and dry them. We didn't have canned fruits then. We made preserves and dried fruit. We had splendid apples, nuts to crack, the best of everything. We lived just as well then as we do now,

or better. My father never kept less than 5 cows and thirty sheep besides. Sometimes dogs would kill half the sheep in one night. Everybody kept sheep. When anyone killed a sheep for the meat he would quarter it and the neighbors would each take a quarter. Then when a neighbor killed a sheep he would pay back".

"In the Spring we used to have clam classes and shad classes. Did you ever hear of them? Well it was this way; when Father carted a load of charcoal from Dover to Newark (the farmers all sold charcoal to the forges) Father often took a load to Newark and brought twenty dollars back. On the trip home he would bring back a thousand clams, or two or three bushels of oysters, or a load of shad. He would sell some along the road and then divide with his neighbors. When one of the neighbors took his charcoal to town he would do the same, and pay back for what he had received. In this way a few neighbors would make a clam class".

"And when anyone wanted a house built, a log house, the neighbors would all come bringing logs already cut to the right size and length, hauling them with ox teams, and in three days they would have a house built and the family living in it. Generally there wasn't any cellar. The floor was a little above the ground."

"When there was a fire, every neighbor snatched up a pail, filled it with water at the spring and ran with it to the fire. There might be twenty pails of water carried to the fire. But the house generally burned down. There were very few fires in those days."

"Cows used to graze on the common, that is, any land that wasn't fenced in. People would only fence in what they used."

One of Mrs. Fichter's schoolmates at the Union School was Thomas Crittendon, who later became a physician. He used to be up to boyish tricks, such as egging on her brother to wrestle with another boy, much to her distress. Mrs. Fichter, then a little girl, would rush in between the legs of the contestants and rescue her brother's straw hat, so that it should not be trampled upon. People had to make their own straw hats in those days. She reminded the doctor of this one day when he attended her in later years. "Yes," said he: "You were a good little girl and I was a bad boy". This he said gravely without attempting to argue the question.

"The old house at East Dover at the cross roads (at Franklin Road and Salem Street intersection) was the Conger house. David Conger was a soldier in the Revolution. Squire Stephen Conger lived there. People used to go there to get married. Bride and groom would ride up, both seated on a horse, as the custom was. They would alight and ask the Squire to marry them. Once the bride, on arriving at the door, refused to go in and be married, although the roast turkey was ready for the guests and the wedding banquet prepared. The guests made away with the banquet just the same."

"Did you ever hear of an oven on stilts?" she inquired. "This is how folks used to make them anywhere in the open, except in the road. They were used chiefly in Summer, and would be used by all the neighbors around, in turn. First, four crotched sticks were set up. Then sticks were put across, making a support for what followed. Sods were put on these sticks. Three inches of earth were laid on the sods. Flat stones were set on this. An oven was built of loose stones, daubed with clay, making an arched top, covered over and closed in; with an opening or mouth and a hole opposite to make a draft through. A wood fire was made in the oven. When the oven was hot, the ashes were removed. Then bread

was put to bake, or roast pig, or other food and baked for an hour or more. The walls of the oven were made ten or twelve inches thick and it retained the heat very well, in Summer. They used rye bread."

"There was once a wedding at Schooley's Mountain, and an oven on stilts was made to prepare the wedding feast. The roast turkey was placed in the oven, and other goodies to be baked for the occasion, but some rude fellows put the oven on poles and carried it away. They helped themselves to what they wanted and then brought the oven back again".

"Another way they had for baking in the house and in Winter, was to use what they called a "piepan". This was set on the hearth of the large open fireplace, and consisted of a large iron plate set up on legs about as long as your finger. There was a rim about four inches high around this plate and a lid was made to fit this rim. The lid had a rim raised about three inches, and in this lid were put coals of a wood fire. Coals were also put under the pan and around it. In this way bread could be baked in the pan, pie or cake was baked, or what ever you wanted to bake. This was very much used in the days before Richardson & Boynton located their stove works in Dover and began to turn out the "Perfect Cooking Range".

The "Spinning Visit" was one of the neighborly customs of Mrs. Fichter's younger days. "One year one neighbor would raise a field of flax, another year someone else would do so. This flax had bolls or seeds on it. These had to be removed. They could be used to sow for another crop. They could also be boiled and used to feed the calves. The flax stalks had to be cracked or broken and dressed. The stalks were then put to rot under snow and water, which softened the stalk and loosened the inner part from the coating. The flax was

then knocked or struck on an upright board in such a way that the inside of the stalk would break and drop out, leaving the flax fibers in the hand. The fibers were used to spin into linen thread and make clothing. In the Spring of the year the neighbors would come to the house of the one who had raised a field of flax the previous season. They would come and spin with glee, on an afternoon and have a dance at night, when the men joined them."

"Where could they find a room suitable for dancing in those days?" "They did. There was one large house that was a favorite for this purpose, Cornelius Blanchard's, near the Asylum State Hospital, Greystone Park, N. J. It stands there yet. (The Blanchard house is thought to be the former home of W. L. Evans, Sr., on Casterline Road). This is a large house and it has a big garret that was not divided by partitions. Here the young people would gather and dance by candlelight to the inspiring music of the fiddler, probably some neighbor who excelled in this art. They danced the old fashioned dances and were very orderly about it. If anyone undertook to be rude or unmannerly to the girls, there were always plenty of brothers and friends at hand to see that the girls were treated with due respect. What were the names of these old fashioned dances? Oh, there was 'Straight Fours', and 'Now I'm Marching to Quebec', and the 'Virginny Reel', and Zep Coon', the 'Romp', a regular breakdown in which everybody joined and danced around in a circle quite vigorously".

"There were no pianos. People used to line out the hymns and sing, without an organ. Henry Extell used to be a school teacher and he was also a very good singing teacher and taught singing school in these parts. Sometimes there were exhibitions in which pieces were spoken, often funny pieces, and the people enjoyed the simple wit of Robin Rough Head who proclaimed that 'Were he Lord of the land he would have no more work.

Everybody should have plenty of money and just enjoy himself without working'. Then this was acted out on the stage. Or someone who said he had traveled around the world, would tell of the wonders he had seen. Mr. Traveler would tell how they were sailing on the Red Sea and that after the anchor was let down, it hooked up one of the wheels of Pharaoh's chariot, when it was hoisted. The old lady in the play said she could believe this, for she had read about Pharaoh's chariots in the Bible and knew they were lost in the bottom of the sea; but when the traveler went on to tell about the Flying Fish that he had seen, she put him down at once as a liar, for she had never heard of anything like that."

DOCTORS & DENTISTS

If you shy from visits to your doctor or dentist now, perhaps these accounts will give you strength or at least shame you into courage. Had you lived in Denville or any of the surrounding country over a 100 years ago these would have been your experiences. We quote from the records of the Morris County Medical Society and other sources.

Over a hundred years ago, Dr. John B. Johnes was the leading surgeon in Morris County. Anaesthesia was unknown in those days. The surgeon's operating table was made of stout plank, and filled with holes all over its surface, through which straps were passed, by which the victim was securely and immovably fastened down, that the surgeon might do his work unembarrassed by the struggles of the sufferer. No ether, chloroform--apple whisky and laudanum where the only agents to mitigate the horrible pain as the knife and saw did their bloody work. To submit to an operation in those days required not only fortitude in the patient, but dexterity and nerve on the part of the surgeon. Such a man was Dr. Johnes.

Dr. John Riches was born in England, and came to America when a young man. He traveled in different parts of both North and South America, which meant considerable in those early days. He was termed a man well educated, and showed evidence of culture. We also learn he was a surgeon in the Civil War. Dr. Riches was often sought as consultant in his day, often going many miles on horseback. He was some times absent-minded. One day he started off on horseback to make a call, and when on his road a mile or more, suddenly it dawned upon him that he had forgotten his medicine case. He dismounted, tied his horse to the fence, and returned to his office on foot. The writer remembers hearing told that Dr. Riches was called in consultation; the case was one of tuberculosis of the femur, then called "bone scrofula." The patient, a boy of sixteen years, had been a sufferer two or three years. The doctor advised amputation. It was done out of doors, with no knowledge of asepsis. The patient's life was saved. Just before the operation was begun, the old doctor, with his hands behind him and head bowed, took a walk across the field, reviewing in his mind the steps of the operation, then returning to his operating room, "in the shade of the old apple tree."

Dr. Darcy and Dr. Jackson who were practicing in and around Rockaway about 1811 were great friends. Dr. Darcy studied up homeopathy and practiced it to some extent, as did also Dr. Jackson. The Doctor's practice in the mining regions was a hard one; for some time he did it on horseback, but afterwards had a narrow oneseated rockaway built, just room enough for one. Under the seat, he shoved his medicine case, a stout wooden box, upon the lid of which were his initials made by brass nails. This box is now among the treasures of an irreverent grand-daughter who remembers styling the establishment "grandpa's pill cart." In those good old times the doctor was also apothecary and dentist. The back office steps seem to have been the favorite

dental chairs of those days, and the "turnkey," the most approved instrument for extraction. There was no laughing gas. If the tooth did not stop aching, as it was apt to do when you sat down upon those steps, the doctor took your head between his knees or called his wife to hold you, applied the above mentioned diabolically ingenious combination of lever and claw to the offending molar, gave the scientific turn and twist, and if the claw didn't slip, out came the tooth and the yell at the same time. Dr. Jackson was lefthanded, but he was an expert at the business. Sunday was the field day among the miners of that section. Nursing their pains and saving their wages through the week, on Sundays they came down six or eight in procession, and waited for their turns. The Doctor estimated he pulled a cartload of teeth.

William Winds was born on Long Island in 1727. He came here early in life and settled in this township on a farm which ran from what is now East Dover -- eastward along the roads we know as Palmer and Franklin Roads. He was active in Colonial affairs and commanded a company of N. J. soldiers in the French and Indian War. He later was a Colonel of the Continental Army and a Brigadier General of Militia. He was close to George Washington during the winters of 1777 and 1779 and was in charge of a number of important missions as well as taking an active part in repulsing British attempts to get at the Morris County storehouse. The supply of iron in the Morris Hills, the powder plants at Chatham and Mt. Tabor and the rich fruits of the soil grown in the little clearings by the early settlers were coveted by the British. These things made Morris County a real storehouse.

The property now owned by Leonard Cobb, adjacent to Franklin Road and Cooper Road intersection, was part of General William Wind's farm. The exact acreage is not clear, but it probably included most of that corner of the neighborhood. In 1765 General Winds, then Justice of the Peace, refused to use the stamped paper in making out his legal documents and maintained his independence by using birch bark. This local incident was a prelude to the Boston Tea Party of 1773.

General Winds was a very exacting gentleman. He expected his orders and ideas carried out to the letter. He would lock his wife in her room for not obeying his instructions. Once he thought his team of horses too spirited so he hitched them to a sleigh and made them pull his family to Rockaway, N. J., to the Presbyterian Church and back, over bare ground, to calm them down.

His servants were well aware of his exactness. One day while driving around his farm, he saw some of his sheep out of their pasture, eating in a grain field. "Hiram", he shouted, "kill all those critters". After driving on he began to think of what he had said and feeling sure the servant would carry out his order, he hurried back. Sure enough, Hiram had begun and had killed eight sheep; nor did he stop until the General called, "Hiram, hold your hand".

It is also recorded that news was brought to the church during a service that the enemy was approaching. General Winds ordered the men to their guns. But the guns had been left at home! The record says that the General dropped all forms of piousness and reprimanded the soldiers in long, loud, and strong terms before he sent them for their 'shootin' Irons'.

When it was discovered that the "hard black stones" referred to by the Indians of this section, were really iron ore, mines, forges and furnaces began to make their appearances. Iron Ore mines were first worked here about 1710. An old letter to General William Winds, helps us to understand how these mines were begun and also why many Hessians were sent to Morris County:



RYERSON'S OLD FORGE NEAR BUTLER

William Winds, Esq., Brigadier-General:

Being in possession of a furnace as manager thereof, commonly called and known by the name of the Hibernia Furnace, belonging to the Right Hon. William Earl of Stirling, Major-General in the service of the United States of America, situated in the County of Morris and State of New Jersey, which is employed for the continent in casting all sorts of military stores, which we have engaged to furnish with as speedily as possible, I find it therefore essentially necessary to employ a number of workmen for that purpose; and, as I am informed that a good many deserters both of the British troops and Hessians are come in and sent to Philadelphia, I have sent the bearer -- my brother John Hoff -- on purpose and given him full power thereby to engage as many men as he thinks proper, such as are used to cut wood in the winter season and can assist in the coaling business during the summer season, and a few other tradesmen; where they shall meet with the best encouragement and treatment, provided they make good several engagements to which they will be called. And whatever agreements and promises the said John Hoff does make the same shall be punctually fulfilled by me the subscriber,

Charles Hoff Jun.

The Battle of Trenton netted Washington hundreds of Hessian prisoners and also presented him with a problem. The prisoners must have food and shelter. Supplies and money were limited but at his headquarters in Morristown he found a solution. The prisoners could be put to work mining and making supplies for the Continental Army. He and General Winds visited John Jacob Faesch, the iron king of that day. Faesch operated the mines of Lord Sterling at Mt. Hope and in other nearby sections.

Washington and Winds were warmly received by Faesch. The conference took place in the house now standing on the hillside above the store. The meeting produced good results -- 200 or more prisoners were sent to Mt. Hope. Faesch set them to work building quarters in the rear of the stone mansion. Parts of these foundations are still standing. Some of the men were put to work in the mines, others did carpenter work and still others worked the forges. The prisoners fell in love with the country and at the close of the war refused to leave. The British Government had signed an agreement that every living Hessian was to be returned to his home. When a British Officer came to Mt. Hope to collect the troops he was jeered and hooted. In an attempt to take one of the men by force, the officer struck the Hessian with his sword. The colonials witnessing the scene became so angry at such treatment that they attacked the British Officers and routed them. The descendants of these Hessians settled here and established homes. Among these loyal citizens were the ancestors of the Lash family.

The Mount Hope Furnace, an important early furnace, was the third built within Morris County limits, and after 1772 passed under the control of that remarkable character, John Jacob Faesch. Faesch was a Swiss, and was brought to this country under contract, he being skilled in iron manufacture. The contract under which he came was to exist seven years, his employer, Peter Hasenclever, General Manager and Superintenent of the London Company, agreeing to pay the passage of Faesch, his wife's and his servants, and deliver them and their goods safely in America; to pay him 2500 guilders per annum, Rhenish, to begin on the first day of his journey; to give him a tenantable dwelling house, with meadow for pasturing two or four kine. Faesch was to have direction over all the forge mines and iron works that were erected or occupied or should thereafter be undertaken,

and had the privilege of engaging in other business not prejudicial to the company interest. This agreement indicates the value of the service he was deemed capable of rendering. This was in 1764, and after his seven years expired with the London Company, he obtained possession of the Mount Hope property.

Jonathan Wiggins was Faesch's driver. J. P. Crayon in his book "Rockaway Records" relates the following story: --

A British biographer of Washington once made the assertion that in all the battles of the Revolution, Washington was never found at the front with the men he commanded. To prove to the contrary it was related by Jonathan Wiggins, who was at the battle of Monmouth, N. J., and lost an arm there, that the company to which Wiggins was attached, had made an advance to a point far exceeding the rest of the army, when Washington rode up and ordered a retreat to a position of less danger.

Wiggins related that he with others was climbing over a high Virginia rail fence, when a British cannon ball struck in the line of fence and completely demolished the under part of the fence, as they were in the act of getting over it, and scattered the fragments far and wide, much to the discomfort of the whole company. Fortunately no one was killed; a few were slightly injured and all badly scared.

Soon after this occurrence he lost an arm at Monmouth. He returned to Mt. Hope and was placed in command of Faesch's favorite team, a position of honor, especially when that team knew their driver and learned that his word was law, and his whip was gospel. It is related that he became an expert in the use of the whip, not as an instrument of cruelty and punishment, but as a capital punishment to any refractory flies that might

annoy the team, and it is said he could kill a fly that alighted upon the leaders ear without touching the ear with the whip.

When distinguished company came to the "big house," still standing and remarkably well preserved for one of its age, Faesch would amuse his vistors by getting Wiggins to show his expertness with the whip, by taking a chicken's head off with one blow from the whip. These stories have been handed down and related so many times that the narrators have believed them true, and as I have no means of confirming or rejecting the same, am not willing to give vouchers of authenticity.

Apparently John Jacob Faesch was a man who found a way to get what he wanted. Here is a story concerning one of his workers.

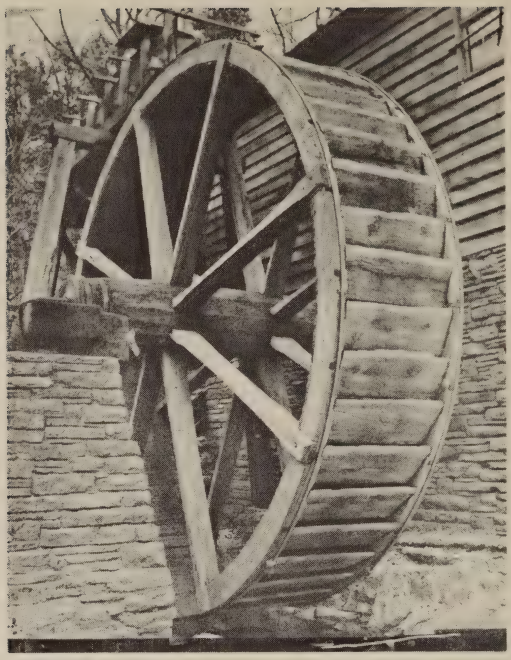
Frederick Fichter with his wife Mary Ann came from Germany to New Jersey about 1773. John Jacob Faesch, who was in search of skilled iron workers for the furnace at Mt. Hope, N. J., went to New York and found, as it proved afterward, the very man he wanted in Fichter. They came with Faesch to Mt. Hope and Fichter was placed in charge of the furnace. Here they lived happily for a time, until his wife one day went to the spring to get a pail of water and found a large snake nearby, which so entirely upset her nervous system that she declared she would no longer live in the land of snakes, hence they removed to Rockaway, while Fichter continued to work at Mt. Hope. The severe nervous shock proved too much for her delicate nerves, she was taken soon after from the effects with fever, died and was buried at Rockaway. This event so disheartened Fichter that he sold out his household belongings, and resolved to go back to Germany. Faesch induced him by an advance in his wages to stay three months until he could find someone to take his place at the furnace. He

consented; at the end of the three months another advance in wages induced him to stay for another three months. In the meantime he attended a party with other Germans at Bloomingdale, N. J. It was here that he first saw Mary Witty, but she could not or would not talk German to an entire stranger. The trip was made on horseback, the custom of that day. The charms of Mary Witty induced him to make another trip soon after. He chanced to meet Mary attending a toll gate, and found that she could talk German to his satisfaction. Another trip to the toll gate was soon made and she consented to become his wife, so that within a year from the death of his first wife arrangements were made and they were married in the parlor of the Faesch mansion at Mt. Hope, where a large number of the first families were invited. This event took place in 1788, as near as the records can be accountable.

The mining business declined somewhat after the Revolution, continuing intermittently until 1912 when the real value of the mines was realized.

Transporting the heavy ore was a problem. One forge located in Shongum received much of its ore by the way of a donkey's back. The ore was loaded in saddle bags and transported to the forge by the patient little animals.





Water Wheel used to power first factories.

INDUSTRIES

Old deeds and surveys carry us to Randolph and Hanover Township lines locating nearly all the territory now comprising Rockaway, Rockaway Township and Denville Township. From these we can infer that settlements of from 1 to 10 families commenced about the same time in different parts of the township. These settlements were made where the land was level and most suited for agricultural purposes. Later small industries began to appear.

On the property where St. Francis Health Resort now stands. Matthias Kitchell and Colonel Glover operated a cider mill and distillery. This place was also a farm and Mr. Glover built a large residence there. This was in 1820. There were 3 tanneries located in Denville -- one was located on this property.

In 1840 Green's distillery was erected on the property directly across from the Main St. School. It was the principal one around these parts and was worked by steam power. About the same time William Ayres and his son George, operated a cider mill and distillery at what is now known as Knuth's pond on Cooper Road, using the water from a stream which had its beginning up near the Tomlin place (South of Mt. Pleasant Turnpike and Route 10 intersection), now owned by the Edlichs.

Another industry in the Union Hill section was a nail factory which was later used for a paper mill, located behind the old schoolhouse, down near Den Brook. This building was destroyed by fire.

Further on down the brook, near the place where the Betcher and Galbraith houses now stand on Cooper Road, was the Wright Organ factory. On the property now owned by Harold Zinn, on Smith Road, was a hoop shaving shop, where the men worked during the winter, shaving barrel hoops.

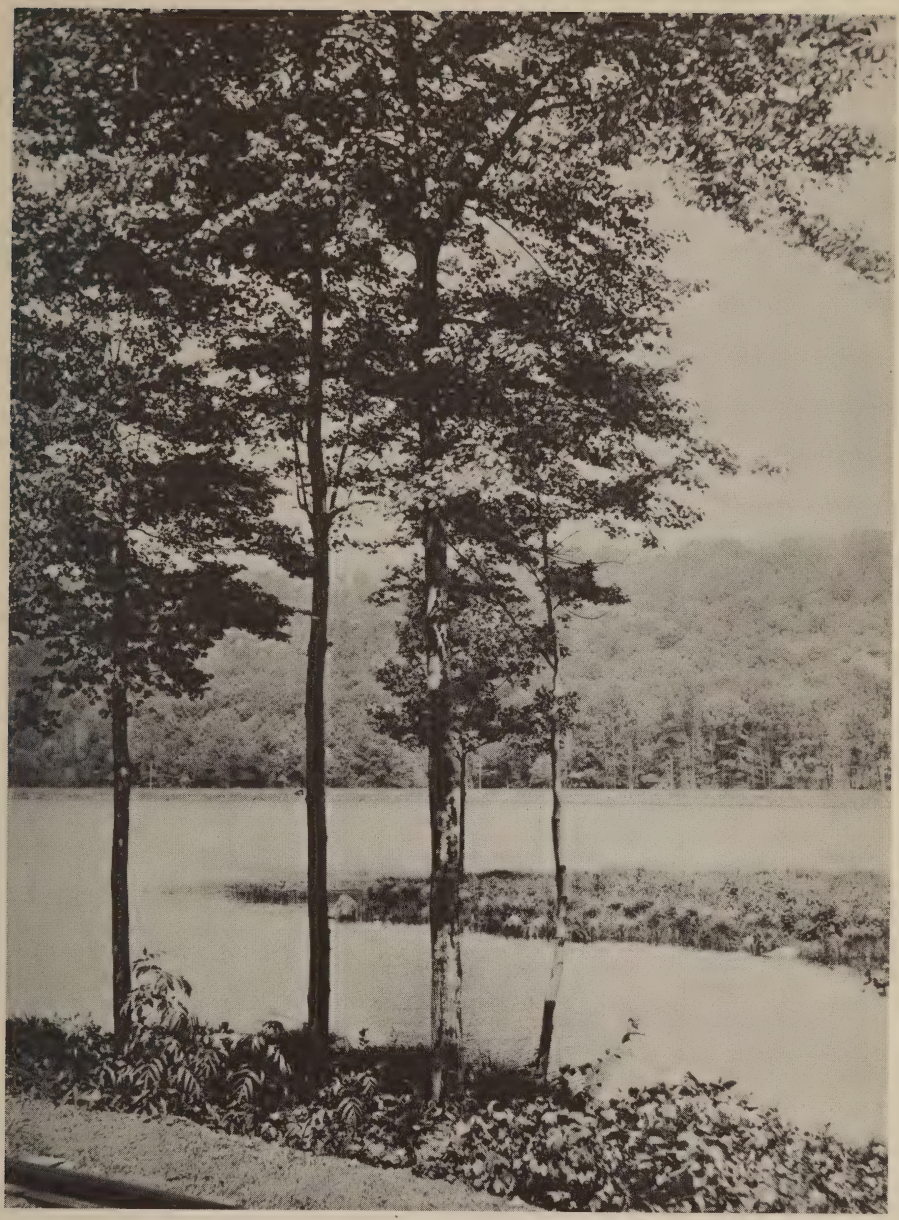
The community has had two blacksmith shops. One stood on the corner of Harold Helliwell's farm (Shongum Road and Millbrook Road) and was last operated by Henry Fordyce. This shop was operating during the Revolutionary War but no records are available to tell by whom. The story relates that Washington's horse was treated to "a shoe repair while you wait" job there during the march to Morristown. (Union Hill has a new angle: Washington may not have slept here -- but his horse was shod here). Mr. Fordyce also operated a blacksmith shop later, somewhere in the vicinity of Mrs. E. J. Cramsey's home, (Smith Road).

At an early date the township had a number of grist mills located at convenient points. The water power was so frequent in its streams that a "fall" could be had on

almost any farm or tract within its borders. This was fortunate for the mill and bake oven were among the real necessities in pioneer days. A whole day was consumed in "going to mill" for men had to take turns and wait for their grist so they might be able to return home with it by night fall. Moses Tuttle of Mount Pleasant and Isaac Winchell were in partnership in the gristmilling business at Rockaway before 1761 for it is recorded that they built a dam across the river at a date before that. Other mills were built at Powerville in Rockaway Valley and on the road from Dover to Franklin.

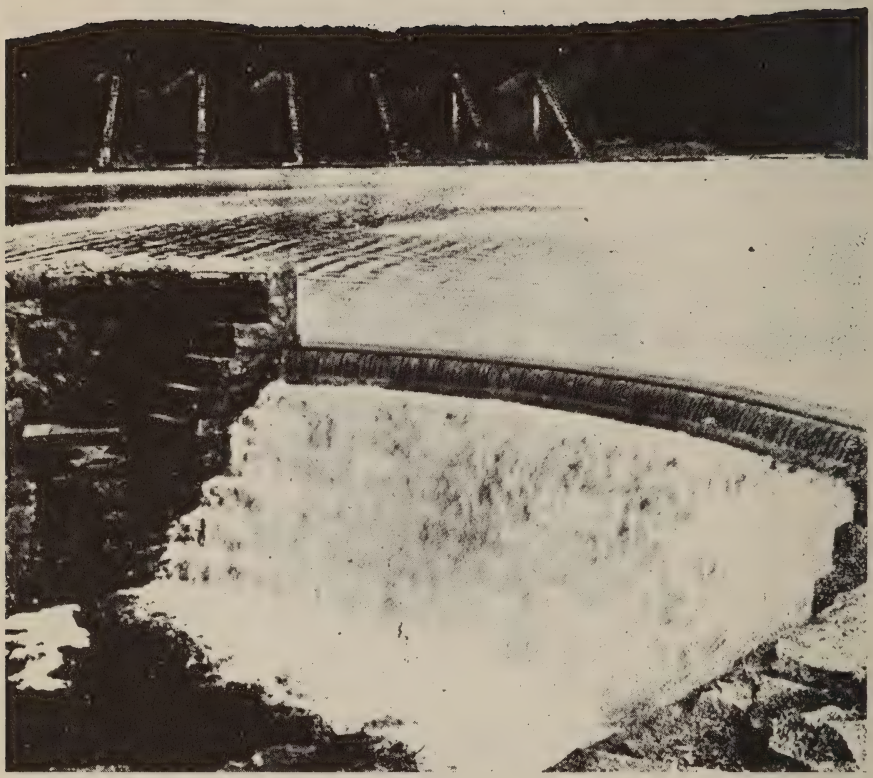
Aaron Miller owned and operated one of these gristmills and a saw mill on the river toward Rockaway Valley. His home was used for town meetings and elections. No ballots were used at the spring election. The moderator mounted a dry goods box or more frequently a cart and decided the voting by counting the supportors of the candidates as two groups stood on opposite sides of a rail placed on the ground between them. How politics have changed!

Perhaps a good yard stick for measuring the growth of our Township would be the fact that since these humble beginnings Denville's Industrial out-put is now in excess of $25,000,000 annually.



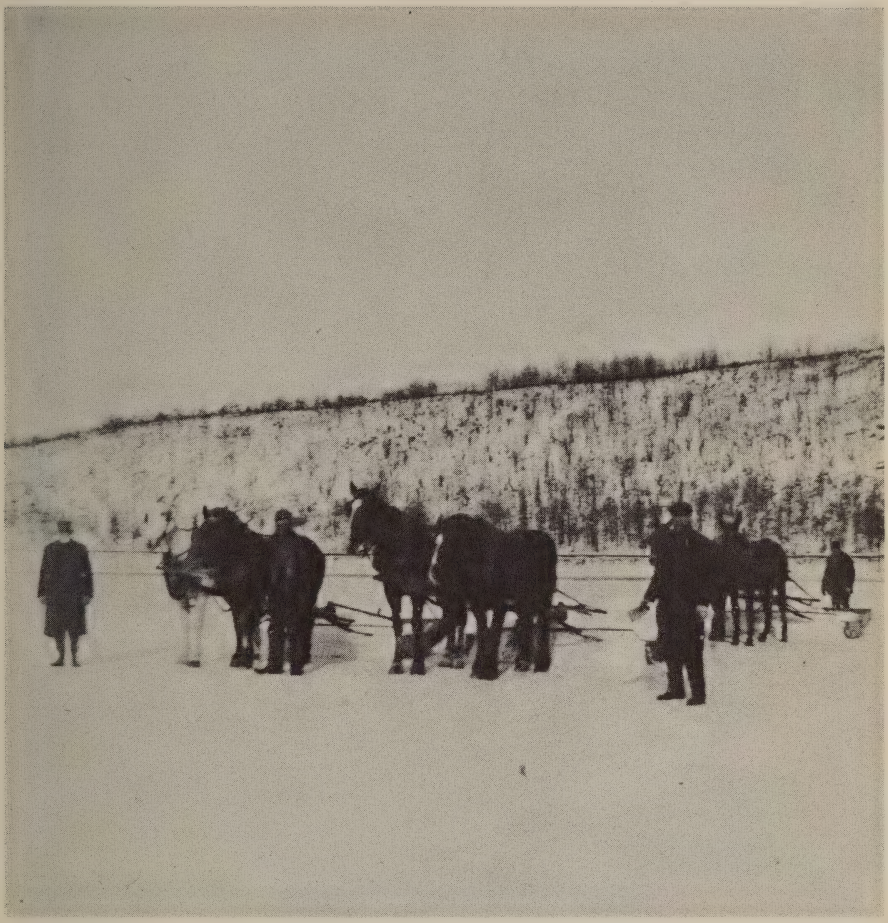
Ice Industry

Estling Lake was originally owned by the Mountain Ice Co. It is an artifical lake built for the purpose of ice gathering. Huge ice-houses with Railroad sidings made it possible to ship carloads of ice to the cities. This is the Lake as it appeared when it was used for ice gathering.



Estling Lake Dam with ice-houses in the back-ground.

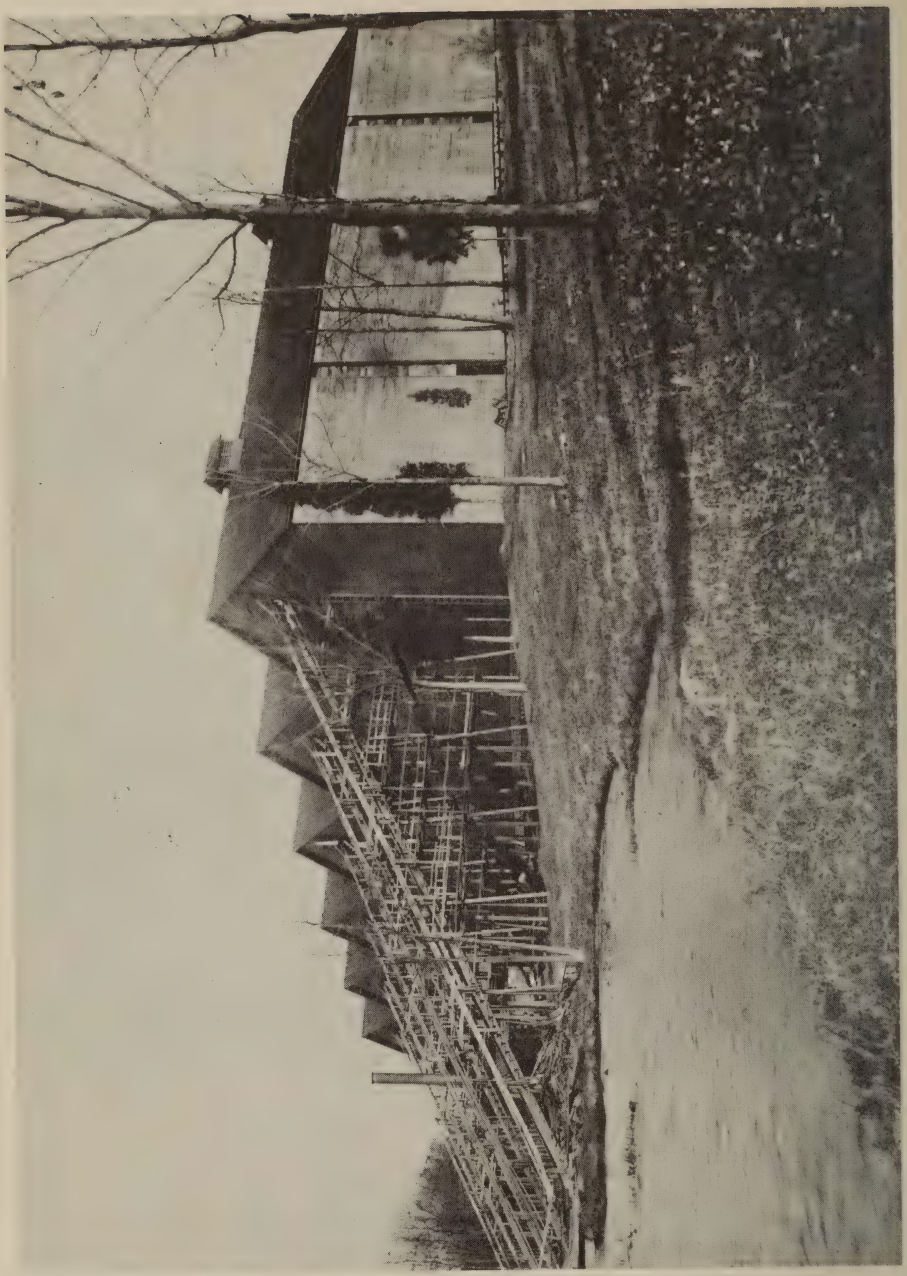
(Courtsey of Mrs. Ben Hawkins)



(Courtsey of Marshall Lash)

Cutting ice on Estling Lake. These horses are pulling scrapers which removed the snow before the ice gathering began. The company waited until the ice was 12 inches thick before cutting. Sometimes the ice froze to a depth of 24 inches. The blocks were then shaved to cut down their weight.

At first, hand saws were used. A few years before the business closed in 1918, power saws appeared. The gathering of ice ceased after lightning struck the storage houses and they burned.



Ice House at Estling Lake. They measured 700 feet by 175 feet deep and held 70,000 tons of ice. (Courtsey of Mrs. Ben Hawkins)

EARLY TRANSPORTATION

Many of our paved roads follow the courses once used by stage-coaches. On November 15, 1809, the state legislature passed an act to incorporate the Parsippany and Rockaway Turnpike Co. It was built from Pompton Turnpike to Union Turnpike and ran through Denville. A toll-gate was in Denville. In 1822 the road was taken over by the Township. Many of these turnpikes were established throughout the County and in their day took the place of railroads. As early as 1798 the Hanover Stage advertised a run to Jersey City every Tuesday and Friday returning the same day -- fare $9. As more turnpikes were built and more stages ran, competition grew. Old ads claim shorter faster routes to Newark and Elizabethtown. The highest fare seems to be $2. according to old records.

In 1811 Denville Hotel was built by John Hinchman and a toll gate for the Turnpike was in front of the hotel.

The original Denville Hotel was built on the site of the residence of Stephen B. Cooper. Samuel Kitchum was the first landlord. David Menagh was proprietor for many years. He was known as a kind-hearted, obliging and popular landlord.



Denville House forerunner of the Wayside Inn. Owned by William Henry Peer.

(Courtsey of Kenneth Freeman)



Carmer Inn and Stables. Later Wayside Inn.
(Courtsey of Mrs. Robert Carmer)



Denville Hotel, Harberger, Mgr.
(Courtsey of Mrs. Owen Leek)



Denville Hotel and Stables
(Courtsey of Mrs. Owen Leek)



Denville Hotel 1908
(Courtsey of Mrs. Owen Leek)



Wayside Inn 1910.

(Courtsey of Mrs. Owen Leek)



Wayside Inn 1911.

(Courtsey of Mrs. Owen Leek)



NOW OPEN

The
WAYSIDE
INN

DENVILLE NEW JERSEY

A Licensed Tavern Since
1773

This Famous Restaurant is Now Under New Management
Joe Mendell and Franz Wurl

Special Sunday Dinner - $1.25
STEAKS CHICKENS SEAFOOD

Business Men's Lunch - - 50c

SPECIAL
Bi-Centennial Dinner - - $1.00

DINE, DANCE AND CELEBRATE

Wayside Inn Advertisement

(Courtsey of Municipal Office)



The Wayside Inn 1953, before it was destroyed by fire.

(Courtsey of Frank Vanderhoof)

CANALS AND RAILROADS

Along with the developing of the mines and forges came ideas for better means of transportation. The building of the Morris Canal, The Morris and Essex Railroad and the Morris County Traction Co. all lead to the development and growth of this part of Rockaway Township which was to become Denville.

Here is the story of the Morris Canal as found in the History of Morris County, published by the Lewis Historical Society:

The next transportation movement affecting Morris County was the construction of the Morris Canal, from Easton to Jersey City. This waterway, which brought great benefit to the declining iron industry of Morris County, was conceived in the brain of George P. Macculloch, of Morristown, while on a fishing excursion to Lake Hopatcong. Taking advantage of the great height of that body of water, 925 feet above sea level, he deemed it feasible to dam its outlet, store the winter rains, and then lead its waters westward down the valley of the Musconetcong to the Delaware, and eastward down the valleys of the Rockaway and Passaic to Newark. The region to be traversed in Morris County was rich in mineral products, and iron was manufactured in abundance in fifty forges and three furnaces, although thirty forges and nine furnaces had been practically abondoned on account of lack of cheap transportation. The plan also offered a cheap means of transporting the coal of the Lehigh Valley to tidewater at Newark and Jersey City. Mr. Macculloch attempted to interest the State of New Jersey in his plan, and succeeded in having a committee appointed by the legislature by an act of November 15, 1822, with authority to employ a practical engineer and surveyor to explore, survey and level the most practical route for a canal, also to estimate its cost. This

committee, consisting of Mr. Macculloch, Charles Kinsey, of Essex, and Thomas Capner, reported in 1823, and received the thanks of the legislature, but that august body refused to commit the State to the project, leaving it to private enterprise, a mistake most calamitous in the light of present conditions.

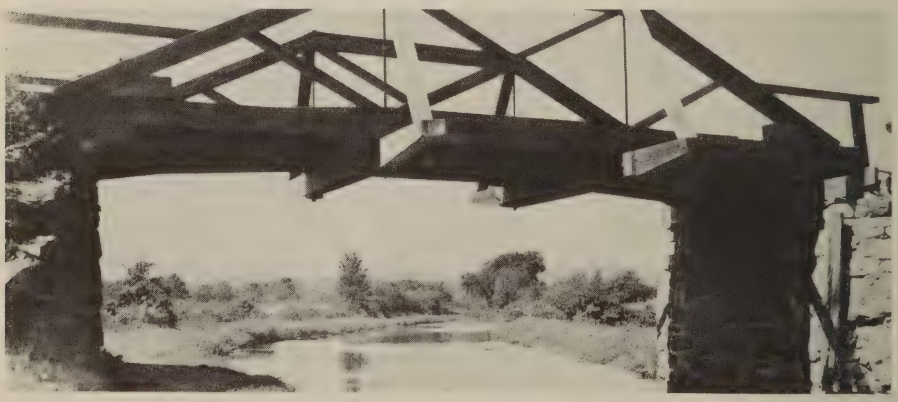
On December 31, 1824, the Morris Canal and Banking Company was incorporated with a capital of $1,000,000, for the purpose, as stated in the preamble, of constructing a canal to unite the Delaware River near Easton with the tidewaters of the Passaic. The incorporators named in the act were Jacob S. Thompson, of Sussex; Silas Gook, of Morris; John Dow, of Essex; and Charles Board, of Bergen. George P. Macculloch and John Scott, of Morris County; Israel Crane, of Essex; Joseph G. Swift, Henry Eckford, and David B. Ogden, of New York City, were appointed commissioners to receive subscriptions to the stock. The act also allowed the company to do a banking business in connection with its canal, in proportion to the amount expended on the canal.

The route of the canal was selected by Major Ephraim Beach, under whose direction the work was executed. It was a wonderful engineering work for its day, the system adopted to raise boats over the hills being perfected only through costly experiment. The first plane was completed at Rockaway, and passed a boat loaded with stone, from the lower to the upper level, fifty-two feet, in twelve minutes.



Morris Canal looking West from bridge on Cedar Lake, West Road, Louise Lash's house on left bank. (Courtsey of Will Holt)

The canal was completed from Easton to Newark in August, 1831, at an actual cost of $2,000,000, and was adapted to boats of twenty-five tons only. In 1836 the canal was completed to Jersey City. There were twelve planes and seventeen locks, aggregating an elevation of 914 feet, the highest planes being at Drakesville and Boonton Falls, eighty feet each. To meet the payments, the "Dutch loan" of $750,000 was borrowed in Holland, a mortgage on the canal being given as security. This mortgage was foreclosed and the canal sold, causing the loss of their stock to the stockholders; the unsecured creditors lost their claims; and the State of Indiana, holder of a second mortgage lost much of its loan. The canal was bought in by Benjamin Williamson, Asa Whitehead and John Bryant on October 21, 1844, for $1,000,000. The purchasers reorganized the company under the same name, enlarged its capacity, and operated it until May 4, 1871, when the Morris Canal Company made a perpetual lease of the canal and works to the Lehigh Valley Railroad Company, the present owners. The size of the boats was greatly increased, and for many years it was one of the important transportation routes of the State. In 1845, toll and other receipts were $18,997.45; in 1846, $51,212.39; and in 1870, the last year before leasing to the railroad, they were $391,549.76.



Canal bridge on Morris Avenue about opposite Philip Teare house.
(Courtsey of Will Holt)



Canal lock just below Ed Peer grocery on Diamond Spring Road.
(Courtsey of Will Holt)

Only small strips of the canal now remain. There are many who remember the canal days -- one such is Mr. Irish who lives in Denville. This letter gives us a clear picture of the life and days on the canal routes:

February 19, 1955

Dear Mrs. Gill:

I would like to tell you about a trip I made fifty years ago on the Morris Canal. A canal boat man by the name of Bill McCollick invited me to go with him. At the time he had a load of coal to be delivered to a factory at Orange St., Newark, N. J. The cargo was loaded at the western terminal of the canal which was at Phillipsburgh, N. J., on the Delaware River.

I went aboard with Bill at Ed Peer's lock which was alongside Ed Peer's grocery store. This store is still in existence on Diamond Spring Road and is being operated by Ed's sons, [illegible] Ritter and Horace. Ed Peer was in charge of operating the lock.

The canal boats were drawn by a tow rope attached to a pair of mules. At times it was necessary for the boat operator's helper to walk along with the mules, especially at points where there were "locks" and "planes". The side or bank of the canal where mules traveled was called the tow path and the opposite side, the burm bank. At the rear end of the boat was a tiller rudder to control the bow direction of the boat. Boats were made in two sections and fastened together by hinges similar in a way to the coupling method of railroad cars. Our meals were cooked on an open cylindrical stove on legs on the deck. Above the coal bunkers along the side edges of the boat, was a narrow walk from stern to bow. We washed our clothes and bathed in canal water. At the rear of the second section we went down steps to the banks. By building the boats in two sections it was possible to turn each section in the opposite direction for a return trip due to the width of the canal, even though you might be at a basin.

As I recall, between Denville and Newark, we "hooked up" for the night at Paterson, N. J., in one of the several "basins" along the route. A basin was a space dug out at the side of the canal so a boat would be out of the way and allow other boats to pass. We arrived in Newark the next day and unloaded the coal. When that was completed our boat was turned around and we started back to Phillipsburg for another load. I had hoped while there, I would have a chance to go over to Easton, Pa., across the Delaware to see what it was like, however our boat was reloaded soon and we started back toward Newark again. When we reached Denville I had completed a round trip which took ten days and covered approximately 150 miles and through some very nice country and farm areas.

The boat operators had specific towns or places where they intended to stop for the night. At these points there were barns to house the mules and a fee was charged for their feed and bedding down.



CANAL MULES ATE AS THEY WORKED.

(Courtsey of Mt. Tabor Library)

At Stanhope - Netcong, the boats would enter the south end of Lake Musconetcong and re-enter the canal at opposite western side. The south shore was used as a tow path. In Newark at Broad Street, the canal went under the street and the old Center Market toward the Passaic River. There was no tow path in this tunnel-like passageway and it was necessary to "pole" the boats through, so I was told. I did not travel this particular section.

Along the entire route of the canal there were several "locks" and "planes". These were necessary because of the variation in ground levels. Locks were built where ground level variations were around twelve feet or so, as I recall, and planes were built where this variation was greater. In the case of the plane, the boat would enter a sort of "carriage" on wheels and would be propelled down the incline on rails to the lower level and vice versa. As for the locks it was necessary to close a pair of doors having wickets which was an opening and closing arrangement at bottom edge of doors. At the opposite end of the lock was a door hinged at the bottom that was raised and lowered by chain and gears. When a boat approached, the lock tender would close the vertical doors and wickets, then lower the door at the opposite end, allowing the lock to fill to level of the higher elevation. When the boat was in the lock he would raise the door at the rear end of boat. Then he would open the wickets of the doors at bow end so as to lower the boat in the lock slowly. When



Morris Canal looking West toward Morris Avenue bridge.
(Courtsey of Will Holt)

the boat was down to the lower canal level, he would open these doors and the boat would then move out into the canal. Of course the reverse operation was used when going in opposite direction. There is one more physical detail concerning the course of the water in the canal and that is an aqueduct. This is a wooden trough-like section which water flows through when the canal crosses over river, stream etc. which is at a level below canal level.

I trust the foregoing will give a reader a fairly good idea of one of the older methods of transporting coal across New Jersey. There is one item I overlooked. In order that the plane and locks tenders might learn of the approach of a boat, the "captain" would blow on a shell type horn. This sound could be heard for quite a distance, giving the tender ample time to prepare the locks and planes for the boat.

Hoping the above "story" will be satisfactory to you for your project. I remain,

Sincerely,

Bert Irish.



Aqueduct - Where the Canal crossed the Rockaway River.
(Courtsey of Marshall Lash)

Life always has its funny side -- even canal life. I'm sure you will chuckle at this note.

A unique incline system for lifting the canal boats with their cargo was here employed, and was never used elsewhere in this country. This was a successful plan for transferring the boats over the great elevations from one level to another. At first the machinery of the planes worked rather imperfectly, at times causing delay. The ponderous iron chains attached to the cars occasionally broke. Such an accident occurred at the incline plane in Boonton shortly after the opening of the canal for navigation. A boat called the "Electra" partly loaded with merchant iron was on its way to Newark having on board the captain, his wife and two children. Just as the boat passed the summit the chain broke and the car with the boat ran down with great force causing an immense wave over the towing path which carried the boat with it down the embankment from fifteen to twenty feet in height and landed it on the rocks below amid some trees standing there but fortunately without striking any. People hastened to the boat to learn the fate of those on board. On opening the cabin door the wife of the captain and her two children were found sitting rather composedly and uninjured. When told what had happened the lady seemed surprised and said she thought the boat went down very swiftly but supposed that was the way the thing always worked. The heavy chain was soon discarded and a strong steel rope substituted, which proved much safer and was in use until the locks were enlarged when sectional boats were employed.

The digging of the Canal began in 1825 and was finished in 1836. At almost the same time, 1835, the Morris and Essex Railroad was built.



Morris Canal looking West (or South West) from bridge on Cedar Lake, West Road. (Courtsey of Will Holt)



Looking Southwest toward Morris Avenue from Canal bridge on Cedar Lake, West Road. (Courtsey of Will Holt)



Upper Morris Avenue from Morris Ave. Canal Bridge.
(Courtsey of Will Holt)



Loading Cord Wood near Savage Road.
(Courtsey of Marshall Lash)



Repair boat for Morris Canal.

(Courtsey of Mt. Tabor Library)



Peer's Store near old lock.(1955)

In "Dover Dates" we read:

"Early Days of the Morris & Essex Railroad"

The Morris and Essex Division was originally a railroad all by itself with a charter of its own granted by the State Legislature of 1835. Its intention, as its name indicates, was to run through Morris and Essex counties to Newark. When the trains reached Newark the passenger cars were hitched to horses and drawn down Broad Street to the Centre Street depot of the New York and Philadelphia Railroad. This, however, was an improvement which did not come into effect until 1840; in '39 there was no connection at all and passengers were transferred in stages from one depot to another. The New York and Philadelphia Railroad was able to make the distance from city to city in six hours -- fifteen miles an hour being a good rate of speed for trains in those days.

The first train that ran over the Morris and Essex tracks made the trip on an October day in 1837. The maker of the first engine -- Mr. Seth Boyden, whose statue is now in Washington Park in Newark -- ran the train himself and Mr. Myers of Newark acted as conductor. The train passed through Summit at two o'clock in the afternoon and you may imagine the interest it occasioned to the few people who made up the population then. It ran to Madison only, for the road was not finished to Morristown until later. When it arrived in Madison and the first passengers were unloaded, a group of Morristown and Madison people who had gathered there for the purpose of a ride were loaded on and carried back to Newark.

From Newark to Bottle Hill -- or Madison -- was the limit of the road in the Fall of '37, when it was extended first to Morristown, then to Dover, then Hacketts-town, then to Phillipsburg.

At first there was but one track and the original cars were about as big as horse cars -- say twenty feet long. The road bed was made by laying down two logs lengthwise of the track with timers fastened crosswise over these. Then another piece of wood was laid on this bed for a sleeper and on this a strap of iron about a half inch thick and three inches wide was spiked fast. Everyday a man was obliged to walk the track and drive down the spikes, which would work out because of the jar from the trains. Even in spite of such precautions it was not unusual for an end to get loose and curl up as a passing train caught the end of the strap and the end would protrude through the floor of the car in a "snake head," endangering the lives of the passengers.

Only wood was burned for the engine fires and green wood at that. Often, as the train climbed the hill to Summit from Millburn, the steam would give out, and then woe to the rail fences, for the firemen carried good axes.

It was no uncommon thing for the engines to jump the tracks when rounding the many curves of the road; but as they were going so slowly there was little damage done to anything except the patience of the travelers, who were obliged to sit still and wait or get out and stroll about, looking at the scenery for a couple of hours until the train crew "got her on" again and rang up the passengers from their excursions after flowers or huckleberries. If any of the passengers were in a hurry they were apt to fume and blow up the trainmen and swear at the railroad, but all hands were used to that. After all, what did it matter if one did arrive at Morristown an hour or so later than usual!

There were no freight trains before about 1845 and coal cars were not put on until later than that. There was no coal brought here by the railroad and sold by the ton until 1861.

In 1836 the company was authorized to build lateral roads to Whippany, Boonton, Denville, Rockaway and Dover, and to increase its capital stock $250,000. In 1838 the company was authorized to borrow money, and in 1839 to raise the par value of its stock from $50 to $75 per share. In addition to the incorporators as named, Lewis Condict, of Morristown, and Jonathan C. Bonnel, of Chatham, were prominent and useful in forwarding the construction of the road.

The difficulties encountered in building this road cannot be appreciated in these days of large corporations with power to accomplish everything. Many changes were made in the route to gain friends for the project, and the directors often pledged their private credit to supply funds. The engineer was Captain Ephraim Beach, the engineer of the Morris Canal. The track was first the "strap rail," a flat bar of iron spiked on the edge of timbers running parallel with the road bed; and accidents were often caused by the rail ends curling under the wheels, sometimes going through the bottom of the cars. The engines were small, two meeting all needs. The depot in Morristown was on De Hart Street, and the railroad entered the village through the present Maple Avenue, then known as Railroad Avenue, but earlier as Canfield Street. At Newark the cars were hauled from the depot on Broad Street through Center Street to the Center Street depot of the New Jersey railroad, this method prevailing until 1851 when the company was authorized to continue its line to Hoboken. This was not done at once, but, by an arrangement with the New Jersey Railroad, trains were run to Jersey City over that road, a branch being built to connect the two roads at Newark. It was not until 1863 that the Morris & Essex built its own line to Hoboken, an act of legislature passed in 1864 also enabling the company to buy the Passaic Bridge from the New Jersey Railroad.

There was no thought or intention of ever making the road a "through line" at first, and the line to Dover was not built until 1848. To get around Morristown, the track was taken up and laid anew, along the present route. To alter the contemplated run from Denville direct to Dover, the people of Rockaway contracted to give a right of way from Denville to Dell's Bridge, where the switch between Rockaway and Dover was placed, if the road was built to Rockaway, an agreement that was fulfilled. The main line and traffic are now direct between Denville and Dover.



Denville Rail Road Station and Parking Lot, 1920. Morris and Essex Branch in foreground.



Denville D.L. & W. Railroad Station and Parking Lot, 1955. Morris and Essex Branch, Electrified.



Morris and Essex Branch completed showing Mt. Tabor Station.



Grade Crossing, Franklin Rd., Estling Lake, 1915.

(Courtsey of Mrs. Ben Hawkins)



Railroad Over-Pass Estling Lake, Franklin Rd. 1955. Formerly Franklin Rd., Grade Crossing.



Excavating at Denville Junction.

(Courtsey of Kenneth Freeman)



Excavation work at Denville Junction.

(Courtsey of Kenneth Freeman)



First Trolley Junction Waiting Room. Joseph Cisco, Prop.

(Courtsey of Marshall Lash)

Another industry which was closely related to the development of Denville was the incorporation of the Morris County Traction Co. on June 13, 1899. The "Trolley" Co. had a long line of grants for right-a-ways from Dover through Rockaway, Denville etc. Records show that the line was completed from Wharton to Dover to Rockaway on June 15, 1905.

At the close of 1909 the line was operating from Elizabeth and Maplewood to Summit; from Morristown to Morris Plains; from Denville to Rockaway to Dover and Wharton. By 1911 various lines were connected so that there was through operation from Elizabeth and Maplewood to Wharton and Lake Hopatcong. Denville became a "branching center" just as it is now for bus routes. Some cars went east to Morristown, some to Boonton. The coming of easier transportation began to bring people from the cities to the quietness of the countryside in Denville. The population of Denville at this time was 610 people!



Second Trolley Station

(Courtsey of Marshall Lash)



Trolley Station and Cisco's Ice Cream Parlor. Boonton Branch Trolley.

(Courtsey of Joseph Cisco)



Wayside Inn - trolley track in foreground, Boonton Branch.
(Courtsey of Marshall Lash)



Trolley enroute to Maplewood, via Morristown and Springfield.
(Courtsey of Joseph Cisco)

GOVERNMENTAL ORGANIZATION

The various types of municipalities as we know them today are the expression, in final form, of the principle of decentralization in government, a principle established early in the formative days of the Nation and the State. The primary purpose of such decentralization was the more effective application of taxing procedures and regulatory measures stemming from the central authority, and the policy of setting up political subdivisions served effectively to expedite the legislative program. It also resulted, as an incidental development, in fostering the desire on the part of the governed for a greater measure of selfgovernment wherever practicable. The county was the first political subdivision created, its establishment purportedly designed to afford the residents of the districts easier access to the courts. It became, in time, the principal administrative arm of the central governing body, but it is also recognized as the first legislatively created area of local self-government.

The township was the next political subdivision to come into being. While the earliest townships set up within the counties were geographical rather than political entities, legislation enacted in 1798 established them as bodies politic and corporate in law, and prescribed the township committee as the governing body for each township.

The township committee form of government which currently operates in Denville preserves the essentials of the structural form of the early townships. Under the plan in effect at present the governmental functions of the municipality may be divided into nine general classifications; Administration; recording; finance-taxation and fiscal control; public safety; administration of justice; public works; public health; public welfare, and education. A detailed discussion of these divisions may

be found in the "Inventory of the Municipal Archives of N. J. Volume VIII No. 14 Morris County, Twsp. of Denville.

As we have noted the community of Denville, though comparatively young as an independent municipality, has a history which reaches back to the Colonial period. From 1694 to 1710, the area now contained within the corporate limits of the township was part of Burlington County; for the next 29 years it formed a portion of Hunterdon County; and in 1739 it was placed within the boundaries of Morris County, where it has remained to the present.

Popularly known as the "Hub of Morris County" and embracing an area of 12.9 square miles, Denville is located in the northwestern section of Morris County, at the junction of the Morris and Essex and the Boonton branches of the Delaware, Lackawanna and Western Railroad. Its position as a railway junction and its geographical situation in the center of the State's Lakeland region have contributed materially to the development of the municipality. N. J. State Highway, 10, runs east and west through the Union Hill Section of the Township. N. J. State Highway 46 runs east and west through Denville Center. Morris Co. Highway 53 runs south to Morris Plains. By virtue of its unique Lakeland location, Denville contains the main potable water sources of the area and possesses one of the most complete municipal water supply systems in rural New Jersey. Its water is given one of the highest ratings by the New Jersey State Board of Health.

Care has been taken to preserve the native attraction of the township with the result that Denville is recognized today as one of New Jersey's better-known smaller communities of year-round and vacation residents.

ORGANIZATION OF GOVERNMENT

Successively a part of Hanover, Pequannock, and Rockaway Townships, all of which functioned under the township committee plan of government, the Denville area was incorporated in 1913 as an independent municipality under the same form of governmental supervision.

Agitation for the separation from Rockaway Township first made definite progress in January, 1913, although two previous efforts to arouse sentiment for the secession had been futile. The claim was advanced by those petitioning for an independent government that of the three election districts of Rockaway Township, the Denville district paid the most in taxes and received the least in benefits. It was also contended that the Denville school district paid a disproportionate share of school levies. The support of the Summer resident, who constituted 60 percent of the population in 1913, was sought and obtained by the sponsors of the movement and may have been an important factor in the vote, for on April 14, 1913, Denville Township became a body politic and corporate in law. One week later the residents of the new township met and set May 13 as the date for a special election of township officials. On that day a ticket of nonpartisan candidates was selected to serve until the regular election the following November, a township committee of three members being chosen to serve as the governing body of the new municipality.

An effort was made in 1936 to install the municipal manager form of government. Approximately one-third of the voters of the township desired the change, but the measure was defeated.

The township today has six election districts with a

total registration of nearly 4000 votes. This year (1955) voting machines will be used for the first time.

Two minor revisions have been made in the original boundaries, the changes taking place in 1919 and 1929. The first involved a small portion, about half an acre, of the west central extremity of the municipality; the second, located in the same section of the township, concerned approximately 40 acres. Both parcels were transferred to Rockaway Borough.

The present boundaries of Denville Township form a triangle, the southern extremity being the junction of four townships -- Denville, Randolph, Parsippany-Troy Hills, and Morris -- with Mendham Township's northeast corner less than a mile distant. Also, westerly by Rockaway Borough and Rockaway Township; northeasterly by Boonton Township and Mountain Lakes.

PUBLIC BUILDINGS

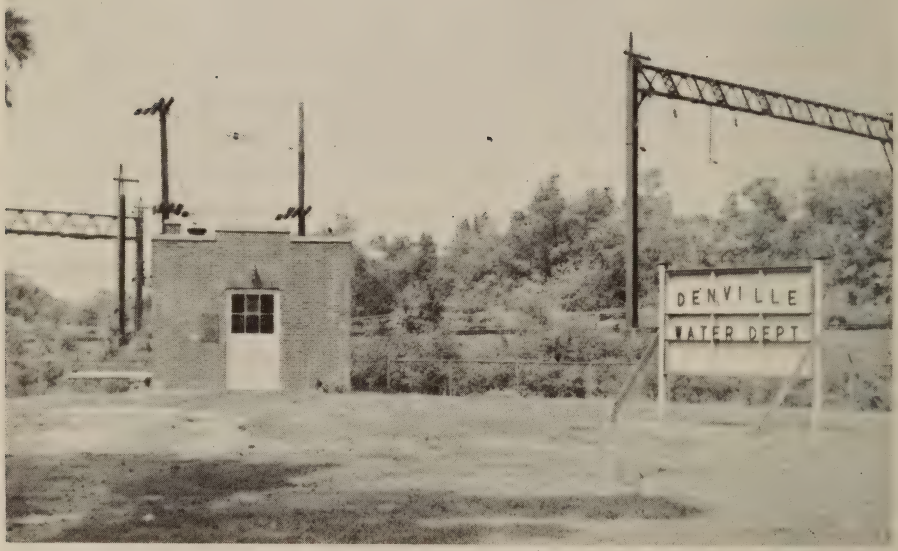
The old schoolhouse adjoining the Denville Methodist Church which was the scene of the special election for township officials in 1913 was leased as the meeting place of the township committee for the following 14 years. In 1929, quarters were obtained by the committee in the building on Main Street owned by the Patriotic Order of Sons of America. With the construction of the firehouse in 1935, the rear section of the first floor was leased by the township and currently serves as municipal quarters.

With the exception of the three schoolhouses (which are discussed in the section under "Education"), the principal buildings owned by the municipality are those constituting the municipal pump house units on Morris Avenue. The pump house property was originally acquired in 1928, since then, four brick structures were

subsequently erected upon it. One of these buildings serves as the office of the municipal department of public works, two buildings house the equipment of this department, and in another, is stationed a deep-well pump.



Denville Public Works, Morris Ave. Pump House No. 1.



Denville Water Dept. Pumphouses 2 and 3, Palmer Rd.

TOWNSHIP COMMITTEE

A legislative enactment, passed on April 14, 1913, created Denville Township from a part of the township of Rockaway. The citizens of Denville, at a special election held in May of that year, elected its first township committee, which consisted of three members, all residents of the township. The members at the first election were chosen to serve 1, 2, and 3 years, respectively, and thereafter succeeding members were elected for 3-year terms. Fifteen years later, on November 3, 1928, pursuant to statute, the membership of the committee was increased to five. Before assuming office, each committee member is required to take an oath, which is filed with the township clerk.

In the event that a member of the township committee resigns, dies, refuses to serve, or is incapable of performing the duties of his office, the governing body declares the office vacant, and may by resolution fill the vacancy. If, however, the township committee fails to agree as to who shall fill the vacancy, then any member of the township committee, or any taxpayer of the township may, by petition, apply to a Justice of the Supreme Court, who is empowered to appoint any person over 21 years of age who is a taxpayer and resident in the township.

Failure of an elected committeeman to take the required oath of office, or his removal as a resident of the township, makes him ineligible to serve. Any person appointed by the township committee to fill a vacancy on the governing body holds office only until the first of January following the next annual township election.

The members of the township committee, in lieu of annual salaries, were paid until 1920 at the rate of $3 for each day spent in the discharge of their duties, up

to an aggregate annual compensation of $150. In that year, 1920, the rate was changed to $5 per day up to a limit of $250 annually. The limit of the annual stipend was raised in 1926 to $400. Today the committeemen receive $800.00 annually

The township committee electes one of its members as chairman to preside at all its meetings. When, in his opinion, it is necessary or upon the written request of one-fourth of the governing body, the chairman may call special meetings of the township committee. The committee is empowered by law to appoint a township attorney, an engineer, a building inspector, a township physician, a treasurer, and a poundkeeper. It may also, by ordinance, establish a police department and provide for fire protection.

The general powers of the township committee as granted by law include the right to prescribe the duties, terms of office, and compensation of all officers and employees of the township except as otherwise provided by statute. The governing body is also empowered to manage and regulate the finances and property of the township, maintain order, provide buildings regulations, and regulate the use of theatres, schools, and churches. It may raise money by taxation and make necessary appropriations for the relief of the poor, for the establishment of a sinking fund, and for any other purpose that may be legally authorized. The committee is required by law to adopt a municipal budget for each fiscal year and may raise by taxation the money necessary for any improvements made or property acquired. The township may incur indebtedness, borrow money, and issue its negotiable bonds for financing any improvements made or property acquired, or may raise money by taxation for these purposes.

It is the duty of the township committee to administer the issuance of retail liquor licenses, in accordance with

the provisions of the alcoholic beverage laws, and to maintain proper records and minutes of matters relating to this function.

The township committee, furthermore, may contract for light and water for a period of 5 years. However, all such contracts exceeding a 1-year period are granted only after newspaper publication of a resolution declaring such intention. Protests by owners of more than half the value of the taxable property in the township, filed with the township clerk prohibits the awarding of such contracts. The regulations or acts of the governing body of Denville are executed by means of ordinances and resolutions. The former require consideration at more than one meeting and publication 10 days before final passage, and the latter are passed when introduced. Every ordinance duly passed is recorded by the township clerk in a special book provided for that purpose, and signed by the chairman of the township committee and the township clerk.

It is the duty of the township committee to examine and inspect annually the accounts and vouchers of all township officers, and to superintend the expenditure of township funds other than the money belonging to the sinking fund or expenditures otherwise provided for by law.

Every year, on or before March 10, the township committee is required by law to submit to the township clerk a financial report of all township agencies, and a list and accounting a tax delinquents; this report includes recommendations by the township committee to the voters of the township

The records of the township committee are maintained by the township clerk.

DENVILLE FIRE DEPARTMENT

The matter of fire protection had been one of deep concern to many prior to the organization of the Fire Department in July, 1926. Denville had to depend on Rockaway and Mt. Tabor for fire protection.

At a meeting held at the home of Robert G. Ellsworth in 1924, composed largely of Denville Athletic Club members, it was decided to look into the matter of forming a fire department. A committee was appointed to get together the estimated cost of organizing, and rules and regulations of other departments. Serving on the committee were Robert G. Ellsworth, William E. Keeffe, Sr., Horace Cook and Robert Ewald. After much investigation into the matter, their findings were brought back to another meeting and the estimated cost was $18,000.

On July 20, 1926, a meeting was held of all citizens interested in fire protection and the following officers were elected:

Chief, Benjamin Kensey
1st Assistant Chief, Horace Cook
2nd Assistant Chief, William E. Keeffe, Sr.
Captain, Peter L. Peer
Lieutenant, S. R. Van Orden, Jr.

The Chief and his assistants were instructed to purchase a fire engine and other necessary equipment.

The American La France Co. was contacted. They had a demonstrator for sale for $12,000 which we could have immediately. This, with necessary hose, siren and other equipment, would mean going in debt to the extent of some $18,000. Same was contracted for, paying $3,000 cash, balance being covered by a series of notes signed by the President and Treasurer, and endorsed by Board of Engineers who pledged their homes as security.

In order to give the Department an official status the Township Committee had an ordinance drawn up and approved on August 4, 1926, creating the Department officially and laying down rules and regulations governing same.

The old school house was obtained from the Board of Education to be used as a meeting room, where cake sales, bazaars, etc., were held to meet notes on equipment as they came due.

Right from the start William S. Green proved our benefactor. At every cake sale he would pay up to $100 for a cake made by Mrs. Horace Cook or one of her daughters. He was subsequently made our one and only Life Member and given a gold badge. This was the best investment the Department ever made. Through his generosity and his close friendship with Robert E. Ronan he donated sums of money regularly to the tune of about $2,500.00 on one stock deal. This, with the deed to the property where the Firehouse now stands, deed of 1934, together with addition of three other parcels given us, makes our property the finest in town.

The Board of Education gave us the old school for demolition. At this time the country was in the midst of the depression. Robert Ronan having been made general foreman of Armory demolition and rebuilding at Morristown for the W.P.A., we were in an enviable position to get men and materials plus those salvaged from the old school to put up the present Firehouse. It was completed and officially opened in July, 1935. Total indebtedness was only $10,000.00.

In 1936 we were faced with the necessity of additional equipment. A Dodge truck chassis was purchased and a body and equipment built by American La France. This too proved timely foresight.

Shortly after this, all equipment and engines were turned over to the Township free and clear of all encumbrances.

In 1940 a First Aid Squad was officially formed and in 1942 a new Cadillac ambulance, fully equipped for emergency service was purchased. This was paid off in record time by contributions from individuals and organizations and clubs interested in knowing that in times of sickness and distress they could call on this service. The squad is on day and night call duty. This ambulance was also turned over to the Township.

Again the Department fell heir to some $15,000, through the death of Life Member Green, just as the need for a new pumper was felt. Again the American La France was contacted and the purchase of #3 resulted. This was paid 50-50 by the Association and the Township to the tune of some $16,000.00.

At present the Department is up to its full strength of 60 members, with four charter members still on active role, Past Chief Fred M. Jagger, Past Chief William E. Keeffe, Jr., Stanley Peer and James Gallagher.

The Department in 1950 organized a Board of Fire Wardens. In 1951 a new air whistle was put in service to blow code signals and also a three section 50 ft. ladder.

It has always been the aim of the Department to provide the best possible fire protection at the least possible cost to the taxpayer. This has been thus far accomplished with notable success through annual carnivals and house to house canvass.

The present association is a far cry from the humble beginning. The original shelter for the apparatus was in a building located on Horace Cook's property with labor

and materials donated by Robert Ellsworth. Uniform consisted of cap and badge, rubber boots and coats having been purchased by the members themselves. Those were the good old days -- the days of struggle for existence.

Thanks to all who have been instrumental in making the Department the success it has been these past 25 years. We hope to merit your continued support in the years ahead.

The authors of this History were Fred M. Jagger, George Scott, Carl Pascal and John R. Lyman.



Fire Department 1955 Denville's Firemen and First Aid Squad.



Old Betsey at left, today's Trucks and Ambulance. 1955

PUBLIC SAFETY
POLICE DEPARTMENT

For the first ten years of its existence as an independent municipality, Denville was served by a Justice of the Peace who tried cases involving violations of State Laws and Township and Board of Health Ordinances. In 1923, the authority and juristiction of the Justice of the Peace, were taken over by a Township Recorder who was appointed by the Township Committee. The Recorder served for a term of three years, and exercised the same jurisdiction, power, and authority as the Justice of the Peace.

Today, these responsibilities are carried out by a Magistrate who holds court and tries cases of violations of State Laws and Township Ordinances.

On May 14, 1913, at the first election held in Denville, a Constable was elected for a term of three years. Later, two Constables were elected at three year intervals, from 1915 to 1922, when an Enabling Act was passed permitting the Township Committee to appoint Constables. The Constables were enpowered by law, to apprehend, any disorderly person and take him before any magistrate of the county. Violators of the Township Ordinances were subject to arrest by the Constable.



First Police Dept., The Late Wallace Peer (Center).

(Courtsey of Joseph Cisco)

On September 2, 1936, the Denville Police Department was created. Prior to this time, the protection of life and property and the function of preserving the peace in Denville Township were delegated to special officers appointed by the Township Committee.



First Police Chief and Fire Chief, 1928 - 1935. The Late Chief Benjamin Kinsey.
(Courtsey of Arthur Strathman)

The Denville Police Department was established by Ordinance of the Township Committee, and consisted of a Chief of Police and one Patrolman. Today, the Department consists of a Chief of Police; a Captain (vacancy); a Lieutenant; a Sergeant; and four Patrolmen. Also, special officers are appointed on a one year basis.

The Police Department is under the direction of the Committee of Public Safety and the Mayor and the members of the Township Committee, and under the supervision of the Chief of Police. The primary duty of the Police Department is to protect persons and property, and to enforce the State Laws and Local Ordinances, and to lend assistance in emergency cases arising from accidents, fires, etc.



Police Chief Harry B. Jenkins and the Police Dept. 1955.



U.S. Denville Post Office, 1955



Denville Memorial Library completed in 1952.

CHURCH HISTORY

Early in 1758 the people of this section, together with the people of Rockaway and Parsippany, decided that a church organization was necessary. An old record dated March, 1758, reads: "We, the subscribers do by these mannefest it to be our desire to Joyn with pasipaney to call and settel a minister to have the one half of the preachin at pasipaney and the other half at rockaway and each part to be eqwel to payen the minister. The inhabitance of rockaway pigenhil and other places agesant (adjacent) met and agreed upon a suitable place above bemans forg, below the first small brok upon that rode up to Samuel Johnson". (Actual spelling)

This site mentioned is just to rear of what is now the Rockaway Presbyterian Church. The first parsonage for this new minister was located approximately on the same spot where Frank Parks and family now live in Union Hill, Franklin Road.

By 1792 the church was progressing. Not until 1815 was any Sunday School started. Mrs. Joseph Jackson (Electa Beach Jackson) started the first Sunday School in Morris County. Soon after this a group was started in this community under the influence of Mrs. Jackson and her sister. This first Sunday School met in the schoolhouse, which arrangement continued for many years. In 1879 the people decided to build a church.

The piece of land where Union Chapel now stands was then a part of Billy Casterline's farm. Those interested approached him to buy it. He set the price at $75 for the lot. Mrs. Wilbert Eagles set out to raise money for the lot. Her first day of canvassing netted $35. With this money in her purse Mrs. Eagles stopped at her parents' home where she put the purse on the hall table. When she later opened the purse to remove the

money, she could not find it. Every dollar was gone. Returning to her father's house, she reported the theft. A young man who worked for her father was immediately under suspicion. Mrs. Eagle's father went to the man's room and awakening him, demanded the $35. Sleeply the man said "In the toe of my shoe". There Mr. Youngs found the $35. Thus did the Chapel clear the first hurdle.

In the June 23, 1897, issue of the Rockaway Record this item appears: "On Thursday evening an ice-cream and strawberry festival was held at the Union Schoolhouse for the benefit of the new chapel, which is to be erected soon.

Further down the same column appears this information: "A new chapel will be erected soon on a lot recently purchased from W. H. Casterline for $75. The main building will be 24 by 36 feet, with an ell of 12 by 16 feet. The people of this place will do the work themselves".

Receipted bills for materials used in the building of the Chapel bear the dates of 1897, 98 and 99.

From the "Dover Index" newspaper files of 1897 is found an account of the laying of the cornerstone of the Union Chapel. To quote: "The foundation is built and the cornerstone was laid December 18, 1897. The indoor services for the occasion were held in the building now known as the "old schoolhouse" The congregation then proceeded to the new foundation where the cornerstone was laid. Sealed inside the stone are an historical sketch of the community, statements of finances and a record of voluntary work done. The ceremonies were conducted by Rev. T. A. Reeves of Rockaway."

The dedicatory exercises of Union Chapel were held April 18, 1899. The total cost of the building was $405.64. At the dedication a debt of $391.16 was reported but the offering of the day erased the greater part of it.

For many years after the completion of the Chapel Building the Ministers serving the Rockaway Presbyterian and Rockaway Methodist Churches preached here, on alternate Sundays. For this the people of the community paid each a small sum. Finally the Methodist Church withdrew from the plan. Reverend S. Doremus of the Rockaway Presbyterian Church carried on alone for many years. Eventually the Board of National Home Missions of the Presbyterian Church became interested and began supplying financial help so that the work might continue. For a time student pastors served the Chapel. Succeeding them, the Chapel has shared a pastor with the Mt. Freedom Presbyterian Church. The Rev. George Schultz was the first pastor under this plan. The Reverend Paul Motin is now (1955) serving the two community churches.

In November, 1947, the Chapel celebrated its fiftieth anniversary with a three day program. Many former residents attended the meetings or sent greetings.

In March, 1954 the Chapel was organized as a Presbyterian Church.





Original Bell from Original Presbyterian Church, Rockaway now in Union Chapel.

(Courtsey of S.J. Gill)

DENVILLE COMMUNITY CHURCH
(Methodist)

The oldest Methodist Church Organization in the township and the first Methodist Church in this area is that of the Rockaway Valley Methodist Episcopal Church which is now the Denville Church. This was incorporated in June, 1799, under the title "Methodist Episcopal Church in Rockaway Valley" (See Book A of Religious Societies in the Morris County Records, page 29)

The society at this time or a year or so afterward had a church erected and regular minister. The church building stood about a mile below Denville on the left side of the road leading past the Catholic Protectory to Boonton at a place known as Cook's Corner. It was a small building and was called Cook's Church in all probability after the man who built it, as a deed is recorded from widow Mary Cook, John P. Cook and Mary his wife of Hanover to the trustees of the Methodist Church for a quarter of acre of land. The deed is dated January 13, 1825. This was nearly twenty years after the congregation was formed.

On the first of April, 1841, William Hiler of Denville made a deed to the trustees of the Methodist Episcopal Church of Denville for a lot. In April of the same year the trustees of the church resolved to take down the church building and move it to the Hiler lot near the schoolhouse in Denville. This was done and the new church was rededicated. There were 103 members. (Mrs. Mc Cartney's father with his team of oxen assisted in the moving of the church.)

It appears that the trustees of the new church had no knowledge of the act of incorporation of January 25, 1810, and on the 23rd of February, 1880, Joseph Righter, Joseph

Hinchmen and J. D. Cooper, Edward C. Peer and Stephen Dickerson associated themselves into a church as the Methodist Episcopal Church of Denville. Or if the former organization was known to the society they may have taken it to be the church at Rockaway Valley near Powerville which was then called the Methodist Episcopal Church at Rockaway Valley. At all events the fact was discovered that there were two acts of incorporation for the same church organization and two names. To remedy the confusion to which this would lead a very elaborate and comprehensive resolution was passed by the Denville society in January, 1880, accepting the latter incorporate name and confirming all that had been done by the trustees.

A parsonage lot was donated by John Hinchman and his wife.

"According to the best information available the first Methodist Episcopal services ever conducted in this vicinity were held in the home of Jacob DeMouth at or near Powerville during the year 1785.." says an early history.

"It is reasonable to believe that the first preacher was a circuit rider who was probably passing through to a more populated area. We do not know how long Mr. DeMouth's home continued to be a place of worship. It is said that not long after these meetings, a meeting house was partly erected in that neighborhood, but it was never used and it soon fell into decay....."

"A deed executed by Mary Cook, John P. Cook and Mary his wife . . to the trustees of the Methodist Church for a quarter acre of land, and dated January 13, 1835, shows that the society did not have legal title to the ground on which they had built a church for more than 11 years. Later Rockaway Valley became a part of the Parsippany Circuit, and still later it was attached to Rockaway."

In those early days the church was known as "Cook's Church."

In April, 1841, William Hiler of Denville gave the property on which the church now stands. In 1842 the church building on the Cook lot was moved to the new location, with the help of a team of oxen. In 1859 the Denville church became a separate charge.

The parsonage was built on land deeded to the church about 1873, since which time it has been enlarged and improved.

In 1880 during the pastorate of the Rev. W. W. Trumbower and his successor, the Rev. C. R. Snyder, a fund for a new house of worship was begun. The new $4,000 edifice was dedicated July 10, 1894.

In 1932 the erection of an educational building was begun, with its several meeting rooms and auditorium. That project was undertaken during the tenure of the Rev. Joseph M. Blessing. That part of the edifice is shown at the rear of the original wooden structure in the left of the picture.

From July 28-31, 1942, the Denville Community Church observed its 100th Anniversary on its present site. At that time the Rev. Wallace G. Sorenson was the pastor. As one of the Anniversary features a Gay Nineties party was planned, which proved to be a popular phase of the celebration.

The church was incorporated in 1813, having as its original organization date, 1810.

The Rev. Sorenson gave up his successful pastorate of the church in December, 1943, in order to enter the armed forces of the United States as a chaplain.

Rev. Sorenson was followed by the Rev. Charles L. Mead, who had been pastor of the Grace Methodist Church in Dover. Rev. Mead's brief pastorate was characterized by excellent preaching and effective community leadership and the church prospered under his dynamic leadership. He accepted the call to be pastor of the Trinity Presbyterian Church, South Orange, in March, 1946.

The Rev. Julius L. Brasher, came to the church in May, 1946. During his pastorate the church added over 700 members, more than tripling the active membership. Similar growth characterized the church school and other organizations. In 1954 Rev. Brasher left and Rev. Warren Sheen is now serving the church.

Through special memorial gifts and offerings, over $30,000 in building improvements and facilities have been made. At the present time the Board of Trustees has projected a proposed addition to the building which will cost approximately $60,000.

The church has sponsored many organizations and groups; the building is used seven days a week by many church and community organizations. The church has one of the finest programs of scouting for both boys and girls.

The cub pack, started five years ago, has been split three times because of growth. One troop is now sponsored by the Community Church in Mount Tabor; two packs are still sponsored by the Denville Community Church. A week day nursery, with two paid teachers, is now in the sixth year of its existence.

Mrs. Mabel Redfern came to the Denville Community Church as director of religious education during the past year. Two members, Mrs. Mario Barberi, formerly Miss Joy Morris, is now serving on the Island

of Okinawa as the wife of an agricultural missionary and Frank Dreisbach is studying in Drew Theological Seminary in preparation for the active ministry.

In the Spring of 1955 the parsonage was sold to the Episcopal Church. The former Squires home on Diamond Spring Road was purchased and is now the parsonage.



Community Church, M.E., Denville

(Courtsey of Dover Advance)



Early Congregation of Methodist Church, Denville.

(Courtsey of Raymond Righter)

UNDENOMINATIONAL CHURCH

The Undenominational Church was formed in February, 1929, as the spiritual outgrowth of the efforts of the Community Christian Club.

A group of young men, feeling the need of a more adequate spiritual life in the community, formed an organization known as the Community Christian Club. This group held weekly religious services in various homes, visited the sick, gave aid in such ways as supplying coal, clothing and food to those in need in Denville and vicinity.

Following the formation of the church, Sunday worship service and Sunday School were held in the POS of a Hall on Main Street. The Ladies' Auxiliary of the church organized on September 30, 1929, with twelve persons present at that meeting.

The church was incorporated under the laws of the State of New Jersey on November 12, 1929, with nine trustees; four deacons and five deaconesses. Three months later on February 12, 1930, the charter membership closed with seventy-one charter members.

The first resident pastor was the Rev. Andrew B. Wood, who made a place for himself in the hearts of the people of the community.

Desiring to secure a permanent church home, removal was made in 1930 to a nearby property on Main Street. This change proved unsatisfactory and the hall was again occupied.

The Rev. Noah C. Gause was one of the early pastors who served for a long period and became beloved by parishioners and townspeople alike. The Rev. David Newquist was another early pastor of the church.

On November 7, 1936, the church purchased property on Broadway on which to erect a new church building. The cornerstone for the new building was laid on November 17, 1940. At that time the Rev. Walter A. Scholten was the pastor. In May, 1942, the new church was opened for worship and Sunday School.

To the late Stephen R. Sofield goes much of the credit for the erection and completion of the church, in supervision and in work.

Serving the church as pastors early in the 1940's were the following: The Rev. Eldred Kuizenga; the Rev. Harold Kaiser and the Rev. John Neff. More recently the church has been served by the Rev. Anthony Monteiro and the Rev. A. James Cara.

On October 1, 1952, the church purchased another lot which adjoins the church property.

The Rev. John E. Slater, Sr. for a number of years has been the church counselor. Presently the church is being served by the Rev. G. Sherman Ott.



Undenominational Church, Denville
(Courtsey of Dover Advance)

ST. MARY'S R. C. CHURCH

The history of St. Mary's Roman Catholic Church, goes back to 1925. The Catholic population of Denville previous to that year was very small. Not having their own church or priest, the people had to satisfy their religious obligations in churches of surrounding towns, particularly Rockaway and Boonton.

Some attended mass at the Chapel of St. Francis Health Resort. Most of them went to St. Cecelia's in Rockaway. In fact, later, by order of the most Rev. Bishop of the Newark Diocese, Denville became a Mission Parish of St. Cecelia's Church.

It was under this status that the Rev. Joseph Hewetson, pastor of St. Cecelia's Church, became administrator and pastor of the Catholics in Denville. Under his able and zealous administration, and with his great and fatherly interest in the plight of the Catholics in Denville who now were increasing in large numbers, they were organized and, with the approval of the Bishop of Newark, a new church organization was formed in Denville.

Finally, after many meetings, minutes were prepared petitioning the State of New Jersey for a charter for the corporation to be known as St. Mary's Catholic Church, Denville. On September 29, 1925, the charter of incorporation was granted. The first lay trustees were Messrs. Edward F. Maguire and Harold N. Raymond. Later, Fenton Dowling was elected trustee to replace Harold N. Raymond who resigned.

On October 20, 1925, St. Mary's Church purchased six lots located in Denville on the State Highway from Fred S. Myers. On December 8, 1925, ground was broken for the new church. Neil J. Convery of Newark was the architect, and Daniel J. Cronin of Newark was chosen as the general contractor. The cornerstone was inserted in the new church on May 30, 1926, and dedicated by the Right Rev. Monsignor John A. Duffy on August 15, 1926. This same year two more lots facing the highway were purchased.

In 1928, on the death of Fenton Dowling, James O'Leary was elected trustee with Leroy Grove. In 1928, more property in the back of the church was bought. In 1936, Nicholas Speck was elected to replace Mr. Grove who resigned; and, in 1941, George Carey succeeded Mr. Speck as lay-trustee on his resignation.

In January, 1940, the Rev. Joseph H. Hewetson was appointed by the Most Rev. Thomas H. McLaughlin,

Bishop of Paterson, as pastor of the Immaculate Conception Church in Franklin, and the Rev. Francis J. Doogan came as pastor of St. Cecelia's Church and administrator of St. Mary's Church.

During all these succeeding years, the Catholic population in Denville increased rapidly. In fact, so many Catholic people came to Denville and made their permanent homes there that it became necessary, in the judgement of Bishop McLaughlin, in order to better provide for the spiritual welfare of the people to establish St. Mary's Church, a separate and independent parish on June 21, 1941.

The Rev. John D. Furman, incumbent, was appointed its first resident pastor and went to Denville on that date to take charge. On arriving at St. Mary's, the Rev. Furman found only a church and no place to take up his residence.

He soon arranged to live with the Misses Nellie and Catherine Rowe at 29 Myers Ave. However, on account of World War 2, with restrictions on materials, it was not until May, 1948, that ground was broken and construction begun on the present rectory.

On September 6, 1953, ground was broken for a new school and convent. These buildings are of the same brick as the church and the rectory. The school will eventually have accommodations for eight grades and kindergarten (it now has K-5 grades). It has a cafeteria seating 200, and an auditorium -- gymnasium seating 600 persons. The convent houses 12 Sisters who staff the school.

On February 25, 1954, James O'Leary, who so faithfully and zealously performed his duties as a lay-trustee for all these 26 years, died suddenly, and in his place, James T. Varley was elected.

St. Mary's Parish has grown considerably in all these years, now having approximately 500 families. The Catholics in Denville are also hoping and praying that in the not-too-distant future they may be able to increase their facilities to provide high school education for their children.



St. Mary's, R.C., Denville

(Courtsey of Dover Advance)



Church of the Saviour, Episcopal, Denville.

EPISCOPAL CHURCH

Under the direction of the Reverend Alan Bell, The Church of the Saviour, (Episcopal), is rapidly becoming a reality in Denville. (1955) Authorized by the Diocese of Newark in late June the awaiting parishioners are now transforming a residence (former M. E. Parsonage) at 77 Diamond Spring Road into a place of worship. The first services were held on Sunday, September 11, 1955. Registration for the Church School was Saturday, September 10, 1955, and sessions will be held on Saturdays thereafter.

The Altar Cross, candlesticks, vases and lectern desk were donated by St. Paul's Church of East Orange. Chairs were contributed by St. Paul's Church of Morris Plains and a motion picture projector and film for use in the Church School were made available by St. Peter's Church of Mountain Lakes. The pump organ is a gift from the Cathedral of St. John the Divine of New York City.

The establishment of the Church of the Saviour in Denville was the result of petitions submitted by the clergy of St. Peter's Church, Mountain Lakes, St. Paul's, Morris Plains and St. John's, Dover. Because their own parishes were rapidly expanding they felt that they could not adequately fulfill their pastoral responsibilities to their own parishioners who lived in the Denville - Mt. Tabor area. The Board of Missions in the Diocese of Newark concurred and appointed Reverend Bell to lay the groundwork for the formation of a new parish in Denville.

INSTITUTIONS

DIAMOND SPRING INN

An important factor in the steady growth and development of the township as a resort community has been the presence in Denville of the Diamond Spring Inn and the St. Francis Health Resort. Both have accommodated guests from practically every State in the Union, many of whom subsequently established homes in this area. The former was operated at one time by a journalist of national repute, under whose regime the local spa acquired an enviable following. At one time it came under the management of the internationally renowned Waldorf Astoria Hotel of New York City, thus lending added luster to the reputation of the community. Many local residents owe their first contact with Denville to a vacation spent at the Diamond Spring Inn. Recently the property was sold to a group interested in the blind. It is being remodeled and will be a camp for blind women.



N.J. State Camp for Blind Women. Formerly Diamond Spring Inn Property.

ST. FRANCIS HEALTH RESORT

The St. Francis Health Resort, a nonsectarian home for convalescents, is owned and conducted by the Sisters of the Sorrowful Mother, an order of the Roman Catholic Church. The property, located at the intersection of Diamond Spring and Pocono Roads and originally covering more than 200 acres, was first owned by the Glover family long resident in the Denville area. After several changes in title, the site was acquired in 1895 by the Order, represented by a priest and seven nuns. The old Glover mansion served as convent and chapel until 1915, when the present modern fireproof addition was erected. Approximately half of the acreage was sold in 1925 to the developers of the Lake Arrowhead region, and in 1927 an extensive building program was begun. From its inception as a health institution, the Resort earned wide recognition by sponsoring the famous Kneipp Water Cure for convalescents and making it available to the public at normal cost. It specializes today in hydrotherapeutic and physiotherapy treatments, administered by trained attendants with modern medical equipment. From a modest beginning it has grown until it now has accommodations for 300 guests and serves approximately 4,000 patients annually. Many visitors to this picturesque spot, through which the Rockaway River flows, have been so impressed with the attractiveness of Denville that they have purchased home sites in the township.

The reputation of the St. Francis Health Resort, has reached as far as Texas, Canada, and even South America, as evidenced by applications on file at the Resort. Convalescing guests at St. Francis have included a Justice of the Supreme Court, and many prominent actors, Congressmen, bishops, and lawyers. Beyond its measurable contribution to Denville's fame as a health resort, this institution has affected the growth of the community in even more tangible fashion. When it sold about half of its acreage, some 15 years ago, it participated indirectly in the establishment of the Lake Arrow-

head sections of the township, which currently represents an aggregate in tax ratables greater than that of any similar area in Denville. Moreover, in addition to being the largest economic enterprise in the municipality, St. Francis Health Resort is recorded as the township's largest individual taxpayer. Although the greater part of this property is tax-exempt, it contributes an annual revenue of more than $2,300 to the total treasury.



ST. CLARE'S HOSPITAL

For more than half a century, the Sisters of the Sorrowful Mother have been conducting the St. Francis Health Resort in Denville.

During the early days of the Health Resort's existence, consideration was given to the thought of building a hospital similar to the many hospitals administered by the Sisters throughout the Middle West. The first thought was to have a separate wing for hospital purposes, but gradually the idea developed to build a separate hospital in order that the beautiful sloping terrain along the Rockaway River might be used to its greatest service -- the care of the sick.

During the Labor Day weekend in the year 1950, ground for the hospital was broken and Sistor Florina, then Superior at the Health Resort, drove deep the first shovel that marked the beginning of three years of plans and work.



St. Clare's Hospital

On August 31st, 1952, the cornerstone was laid.

July 15th, 1953, was the next big day in the young life of the hospital. On that date over 750 members of the Auxiliary and the friends of St. Clare's (mostly non-resident) viewed the building from top to bottom, dedicated the Auxiliary Gift Shop -- "The Clarenook" -- and showered it with hundreds of presents and $500.00 in cash. The Auxiliary, has an active membership of approximately 800 women in the area.

There is also an Advisory Board to the Hospital, comprised of men of the area.

Ideally situated on a rise of ground, the hospital spreads out in four wings to form a cross. A circular driveway leads up from the public parking area along the river to a giant portico over the main entrance, where a marble statue of St. Clare, imported from the Gasparri Studio in Milan, serves as a reminder of her work among the sick and needy.

To the right of the hospital, facing the bend in the river, is garaged the beautiful St. Clare's ambulance, which was donated by the contractors who built the hospital. In the rear are the great entrances for supplies. In a separate building are quarters for nurses and an ultramodern laundry, which is so sound proof that no vibrations can pass through the walls. There also is a large parking area for doctors and employees of the hospital.

Upon entering the hospital, one comes into a circular reception hall with walls of Belgium royal rouge marble. Beyond this is a second center hall from which one can view the corridors leading into all four wings, and "The Clarenook", gift shop of the Auxiliary.

On the first floor, the two wings toward Pocono Road are devoted to office, staff rooms, record rooms and laboratories, with the very latest equipment. Here, too, is the Blood Bank which was donated by the Rotary Club of Denville. The left wing contains a jewel-like chapel and a cafeteria with a seating capacity of 80 for the exclusive use of hospital personnel.

One of the rear wings is devoted to kitchens and diet kitchens, bright with the gleam of stainless steel. They are truly examples of "tomorrow's living", so unbelievable is the layout and the equipment. There are meat counters, fish counters, vegetable counters and dessert counters, with refrigerators and cold rooms adjacent to each.

The bakery, too, is a model of careful planning. It is in a separate room and has its own supply rooms for all baking needs, immediately off the working area.

On August 12, 1953, St. Clare's was formally dedicated.

All patient rooms on the second, third and fourth floors are papered with fireproof Fabron, bearing the Underwriter's label, in bright colored floral designs. Each room has its own lavatory and clothes-closet. The beautiful drapes are a gift of the Auxiliary. Oxygen is piped into all rooms so that, in cases where it is needed, it may be had instantly without the necessity of cumbersome tanks. Each bed has a communications system which allows the patient to speak directly with the floor nurse. Each room is an outside room. From some rooms can be seen the fertile fields of St. Francis Health Resort; from others, the winding Rockaway River, and, from others, the patients can watch the golfers at the adjacent Rockaway River Club. No matter from which window a patient may look, a beautiful vista will meet the eyes.

The third floor has four beautiful operating rooms of varying sizes. There also is the nursery with lovely plastic bassinets on movable tables -- ready and waiting for future Morris Countians. Of interest, too, is the incubator room and the very latest equipment.

The pediatrics department is on the second floor. The walls facing the corridor are of glass so that the nurse can observe the children as she makes her rounds up and down the corridors.

Spacious storage rooms are to be found on the ground floor. There are all kinds of cold rooms and of no little interest is a huge potato pit. Here, too, are all the X-ray rooms and a surgical dressing room with breathtaking modern equipment.

Each floor has a large stainless steel service kitchen where food is distributed to the patient's trays. These kitchens are the gift of the Woman's Auxiliary, as are two of the four-bed wards.

All corridor walls are geared for cleanliness and easy care as they are covered half way with colored tile. The floors are made of terrazza. All bathrooms are done in ceramic tile. One unusual feature on each floor is a special room, marked "Flower Room".

The services of the hospital are available to every man, woman and child in the area, regardless of station in life, regardless of race or creed. Although the hospital is administered by the Sisters of the Sorrowful Mother, a religious organization of the Catholic faith, its staff and its personnel will be nonsectarian and all the sick who enter its portals will find sanctuary therein.



Aieral View of St. Francis' Grounds.

(Courtsey of S.J. Gill)





Rockaway Savings and Loan Association, Denville Branch.



Denville Branch, Morristown Trust Company.

EDUCATION

The beginning of schools in this area followed closely, of course, on the heels of settlement. The schools were small, one or two room buildings taking care of all eight grades and sometimes work we would do now in early high schools. Children were not graded as we know grading, but were referred to as being in the "Primer", "First Reader", "Second Reader" and so on.

There was a small school near the spot where the Texaco Station at the center is now. This was about the year 1774. Later a one room school stood on property next to the Community Church. The building was still there when the church was re-located from down near the "Cook's burying ground". After purchase of the property the church removed the building. The first Township Committee meetings after incorporation of Denville as a Township were held here.

The heating system of this particular building left much to be desired it seems. Besides the large fire-place an iron pot was set up in the back of the room and on very cold days charcoal was burned in it to add to the comfort of the scholars. However it is recorded that when the youngsters desired a day off someone would drop a piece of material that would burn with a terrible odor into the charcoal pot. Leather, especially damp leather, worked fine. Soon in self-defense the school master would have to dismiss school. One long-suffering soul decided to put an end to the fun so he made the suspects stay and endure the odors for a day, even adding bits to the fire in order to make the lesson "take". We are not told how long the "cure" lasted.

In many localities children were obliged to go two or two and a half miles to school and tuition was from $1.50 to 2.00 per quarter paid by the patrons of the school.

The teachers were generally persons without families and were boarded around by the week in the families sending the most children to school.



UNION SCHOOL
ROCKAWAY TWP., NEW JERSEY
1902 - 1903

(Courtsey of Mrs. Walter Joy)

The Union Hill section has had four schools. The first, according to old records, was held shortly after the Revolution, on the second floor of a tavern located on property now owned by W. H. Ebeling. The tavern was about two-thirds of the way between Helliwells' corner and Ebling's (Openaka) Pond on Openaka Rd.

The second school stood back of the house referred to as "the old school" across the road from the present Union School. This was called the "stone school house". In 1860 this "stone" school burned. Old minutes of the Board of Education read "a reward of $150 is offered by the Trustees for the conviction of the person who sot on fire the old school." No record can be found of payment of the reward so we may assume the culprit was never caught.

For the third school, the trustees decided to build a frame house 22 feet wide and 34 feet long with a center wall in the foundation running the length of the building. Later minutes state "that $300 be raised by taxation and assessment for the purpose of building the school... $216 to be raised in Rockaway and $84 in Randolph Township."

Apparently the new building was finished by 1861 as a note appears that it was decided to insure the new building against loss by fire.



Present School, Union Hill.

(Courtsey of Union Hill News)

An entry in the nand written ledger by J. P. Crayon states that in 1810 Joseph Ayres, a son of one of the early settlers of Pigeon Hill went to school in a frame building located near Captain Allan Lee Bassett's gate -- at the south corner of the Union crossroads. As nearly as can be determined this was near the joining of Palmer and Franklin Roads just outside of Dover. These roads ran along General Winds' Farm.

A January 1908 newspaper clipping reads as follows: "The Rockaway Township Board of Education has placed at the service of the pupils at Union (2 1/2 miles east of Dover) a new school building. This is the school building presently used. The speakers of the day were Rev. S. H. Jones of Dover, J. Andrew Casterline and C. W. Hall, clerk of the Board of Education.

How about salaries in those days? A male teacher's salary ranged from $32 to $33.33 per month in 1879. By 1882 the figure had zoomed to $40 per month. "Lady teachers" were paid from $30 to $37 per month.

A DAY IN A ONE-ROOM SCHOOL

What was a day like in a one-room school?

A gentleman somewhat over twenty-one who wishes to remain anonymous, gave us this account of his experiences.

As an eight year old boy, I attended a one room school in Denville Township. The school was in the Union Hill Section. We called it "Pigeon Hill" then. Miss Adelaide Hance was the teacher. She had 45 pupils and the grades were pre-primer (that's kindergarten now) through eighth.

We used slates in those days. Some of the girls and "fancy" boys had sponges tied to the frame with string, but most of us just brought a rag from home. The "dainty" ones wet the sponges or rags in the proper way and from the proper source, but many of us used a quicker method. I think I need say no more, but I must add that eventually things were pretty "smelly".

Seats and desks were "doubles" --- that is two sat together. Often a younger child was seated along with an older one so that he could be helped with his work.

The mid-morning recess was not for play. Two of the bigger boys went to the house next door and drew a bucket of water. I must tell you that this was truly an "old oaken bucket". Two of them, in fact, operated on a pulley wheel and chain. We let the bucket down until we heard the splash, then hand over hand we pulled it to the edge of the little well house, dumped the cool stuff into our pail, and trundled back across the field to school. Once back in the school room, the boys took the tin dipper from a nail and passed up and down the aisles until everyone had had his drink. I never tasted better water --- and I lived to tell the tale!

Noon-hour was another matter! At the dismissal signal, the boys dashed outside to the coal-bin. That was our favorite seat for the lunch hour. There would be a mad scramble to see how many could get a seat on the roof of the bin. More than one scrap, with fists flying, took place between contenders for the honor.

After lunch we would go down the hill to play in the brook. (Den Brook). One hollowed out spot was called the "deep-hole" --- and it was deep. Deep or not it was an ideal place to cool off on a hot day.

One day we decided to build a raft and go sailing.

Two or three old railroad ties from the mill-race made a good foundation. For boards we tore apart the old water wheel which had at one time powered the paper mill. Nails had to be brought from home --- but then all boys had pockets --- and still have!

Sometimes we didn't hear the bell and so we would be late for the afternoon session. When this happened too often, we'd post a look-out to give the signal --- I can't remember being punished especially. Maybe the teacher didn't relish our wet clothes and shoes. In the winter time, a pot-bellied stove afforded the only heat. Those near it were in the tropics, those by the walls, in Greenland. Monday mornings found the ink frozen, so we would have to wait for it to thaw before doing our copy-books. Oh, happy Monday mornings! In connection with writing, I should have told you that about the year 1897, the teacher told us to take our slates home and leave them. Modern times had come! We were to have paper and pencils.

There were no buses in those days. In the winter when the deep snows came, my father drove his team and pie-shaped wooden snow plow ahead of us to make a "track" for us. Most of us walked from one to two miles to school.

One more thing must be told. The District Clerk, who was John Finnigan, Sr. at that time, came once in a while to quizz the class. I don't remember how we rated, but I do remember his big eyeglasses which gave him a very official look.

Yes, there was but one teacher, but we respected her and she must have loved us and her job for we all graduated and took our places in society quite successfully. Perhaps the greatest lesson we learned was that learning is not confined to the walls of any building but that it goes on and on as long as we live.



Denville Public School, 1855, located next to Community Church on River Road (now Diamond Spring Road). This building served as Denville's first Municipal Offices. Here, too, Denville women voted for the first time. Ballots Numbers 1 and 2 were cast by Mrs. David (Sarah) Dickerson and Miss Gussie Vesper. (Courtsey of Shepps)



The Class of 1881, John Cox, Teacher.

(Courtsey of Kenneth Freeman)



Two Room School, Main Street, 1900.

(Courtsey of Raymond Righter)



Class at Two Room School, Main Street. Miss Agusta Adams (Mrs. Charles Peer), Mr. Griswold, Teachers.

(Courtsey of Raymond Righter & Mrs. Lawyer Young)



Four Room School, Main Street. Formerly Two Room School with roof raised to make additional space, just after Township was formed.

(Courtsey of Mary Righter Hackel)



Denville's First Truant Officer, "Uncle Jeddy" Cooper (seated). Joseph Cisco standing.

(Courtsey of Joseph Cisco)



New Main Street School with Four Room School still standing. Building was dismantled and windows etc. used in building present Fire House.

(Courtsey of Mrs. Owen Leek)



Main Street School 1955



School No. 3. St. Mary's Place 1955



St. Mary's Parochial School 1955



In Oct. 1949, the voters of Denville Township voted to join the Regional High School District consisting of Denville and Rockaway Township and Rockaway and Wharton Boroughs. The school opened in September, 1953.

DENVILLE IN 1912

Before her death, Miss Emma Baldwin, prepared this for a proposed history of Denville which was never finished.

"When we moved to Denville in April, 1912, to occupy the house on the Old Boonton Road originally built over a hundred years earlier, Denville was a quiet country village, the Road to Morristown and the Main Road running at right angles to it both bordered by beautiful elms.

Opposite the post office directly facing Main Street was the Hinchman home and opposite it that occupied by the three Dickersons - Harry, Willamina, and Marvin.

My family came to Denville in April, 1912, about the time that Denville Township separated from that of Rockaway and became a separate municipality (act of Legislature, April 14, 1913). This date may well be taken as marking the end of one era and the beginning of a new one.

Those who remember what Denville was like at the beginning of the second decade of the twentieth century will recall that the center of town in those days had a certain charm. The widening of Main Street from Morristown had encroached upon the site of the old Hinchman homestead at the junction of that road and that of Diamond Spring Road so that the front porch of that residence, still occupied at that time by Mrs. Hinchman and two of her daughters, was almost on a line with the sidewalk. But the stately old elms, which marked the boundary of the property, were still standing and gave a sense of stability and dignity to the center.

On the opposite corner stood the homestead of Charles Dickerson distinguished by its French or Mansard roof.



Hinchman House located at present site of Texaco Station, Denville Center. (Courtsey of Mrs. Owen Leek)



Dickerson House opposite Hinchman House. Still standing at the Center Traffic light. (Courtsey of Raymond Righter)

Across the street was the old post office housed in a store now occupied by the shoe repair shop. At that time a narrow porch across the front gave the post office a decidedly countrified appearance which harmonized with the general aspects of the surrounding open country.

The interior corresponded with the exterior. The postmaster at that time was Daniel Righter but the duties of the office did not require the full time of the person and most of the duties were performed by Mrs. Righter who, in addition to handling Uncle Sam's mail, took care of a laundry agency.

Mail arrived at scheduled hours and while it was being sorted, the delivery window remained closed and expected recipients of mail gathered in the limited space in the front part of the store to wait until the sorting operation was completed. Individual boxes were not installed until a few years later.



Denville Post Office, 1890's

(Courtsey of Raymond Righter)

The location of the town at the junction of the Main Line and the Morris and Essex Branch of the Delaware, Lackawanna & Western Railroad had made it a convenient place of residence for those connected with the railroad and a number of those so employed had built homes in or near the post office and these formed the nucleus of the town's future center.



Denville D.L. & W. Railroad Station. Train on Boonton Branch, enroute to Hoboken.
(Courtsey of Lawyer Young)

In 1912 there were but few farms still being cultivated. Beside those connected with the St. Francis' Health Resort, Bush's truck farm on the old Boonton Road and several smaller farms on that road and others in the Union Hill section were still in operation.

The lakes which existed within the town's area had already attracted those who were looking for pleasant locations for their families for the summer months. As a result, there were two separate groups in the community . . . those who made Denville their all-year-round

home and those who came only for a few month's residence each year.

To continue the description of the town's center, the Wayside Inn should be mentioned as a landmark.

In 1950 the Inn burned. This Inn was the successor of earlier ones known as Denville Hotel, Menaugh House and Carmer Inn. A hotel on this spot dates back to the early 1800's. The outward appearance of the Inn in 1912 remained much the same.

Across Bloomfield Ave. stood the Wayside stable and barn. This, in 1912 was occupied by the livery stable of Bert Hardman. Few automobiles were owned by Denvilleites in that year. The trains were regularly met and commuters served by Bert Hardman and his brother Bill and the McCollough brothers, Dan and Bill in their horse-drawn vehicles. Mr. Duran, who occupied a house on Rock Ridge Road, had a fine pair of horses which were driven by Horace Cook. Mr. Duran was an enthusiastic lover of Denville and made frequent visits, even during the winter months so that his carriage was frequently seen at the station. Mr. Charles Norris of Boonton with his pair was a familiar sight on the old Boonton Road on his weekly visits to his sister who still lived at the Norris Farm, and Mr. Illingworth and his two boys made an interesting trio as they rode astride mules or donkeys along Denville's roads.

Farmers still depended upon the horse and hitched their heavy draft animals to the family surrey or spring wagon, when necessity or pleasure took them to the center or neighboring town. William Henry Dickerson on the old Boonton Road was the possessor of a splendid pair of farm horses of which he was justly proud but which looked strangely out of place when hitched to a light surrey.

Joseph Cooper, of the same road, with his sister Jane sitting in state on the back seat, made weekly trips to market in Boonton or Dover.

The village smithy with its open forge, located on the main street across from the Wayside Inn was a further indication that Denville was still a country village in which horses needed to be shod and farm implements repaired. Horses, too, played their part in keeping the roads open during the winter, and repaired, after a fashion, in the summer. Those who owned them, contributed their teams and wagons and were paid on a per day basis.

The spirit of cooperation which prevailed among the farmers of the valley was another indication that Denville had not lost its country character. In the busy summer season, several farmers would unite to help one another to reap and harvest the hay from their several farms and gather and thresh the grain. Each fall the threshers would come and Joe Cooper, William Dickerson and Bert Van Ness in particular would follow the threshers from one farm to the next.

Denville contained but few stores in 1912. In fact, the only ones were those which kept a limited stock of groceries and possibly a few notions. One of these was that kept by Stephen Dickerson on the site of the present Powell's market on Diamond Spring Road. Another was a small shop kept by Mrs. Vanderhoof in the basement of the house on Main Street now owned by Horace Cook. A third by the lock on the canal was kept by Edward Peer and his sons.

One of my vivid memories of those early days in Denville was the arrival of an itinerant butcher. I recall one of his visits which occurred after dark and I can still see the wagon illuminated by an oil flare so that his wares might be better examined. The driver

of this cart was interested in the fact that we were city people and when he learned that we were from Brooklyn remarked to my brother, "I'm from the Bronx, Shake!"

Except for a small business in the manufacture of vanilla extract conducted by Joseph Righter in the building on Diamond Spring Road now occupied by the Denville Herald, there were no industries in town. (Since this writing this building has been torn down and the Denville Herald is housed in a new building.)

Two trolley lines joined at Denville. The Morris County Traction Company operated a line via Morristown to Lake Hopatcong with a branch to Boonton from Denville junction. The "Junction" or station was located a short distance from Main Street on the rear of the site now occupied by the Denville Garage. This was operated by Joseph Cisco who kept a small refreshment and candy stand in conjunction with it. Here passengers from Boonton and its neighboring towns would gather for transfer to cars going to Morristown or Dover, the principal shopping center for this area, and it was nothing when Court was in session to hear those doing jury duty discuss the proceedings with each other while they awaited the arrival of their trolley.

When the trolleys were discontinued, the station building was moved out to the Main Street and is now occupied by Wills Barber Shop.

The old one-room school house still stood on the lot adjoining The Denville Community Church and though it was no longer used as a school, testified to the fact that the time was not very remote when Denville youngsters were so limited in number that all of them could be accommodated in a building of that size. In 1912 this building was used by the township Committee for meetings and as a polling place on Election day. School

facilities were then provided in a two-story, four-class room frame building on Main Street which had been erected at the turn of the century and was itself later replaced by the first section of the present school.

In 1912, Denville was fast losing the distinguishing characteristics of a country village.

Claude Miller, who had been spending his summers as a boy in Denville and who appreciated the unusual advantages which the town possessed as a vacation resort for the families of business men in New York, Jersey City and Newark, added two large wings to the old stone and frame house on Diamond Spring Road and converted it into a summer hotel. In 1912 this hotel was at the height of its popularity. A number of former guests at the hotel had purchased cottages on Diamond Spring Road, several of which Mr. Miller had built. The Inn formed a social center for the hotel guests and the cottagers. Weekly dances were held at the Inn and picnic parties and canoe trips down the river and back by the canal afforded pleasant diversions for the summer visitors.

St. Francis' Health Resort had also been established and though offering fewer attractions than the Inn for the visitor interested in having a good time, catered especially to those in search of quiet and fresh air. It was fast gaining a reputation for the recuperative qualities of Denville air coupled with the wholesomeness of home-grown farm products and a quiet atmosphere. The employment of the lay sisters of the order in their distinctive garb added an extra touch to the situation and the sight of these sisters engaged in such simple farm pursuits as weeding, planting, threshing and the feeding of chickens seemed more like a scene in rural sections of Europe than in twentieth century America.

Another unusual sight at the Sanitarium was that of guests taking what was known as the "Knipe cure," one which advocated the therapeutic value of walking barefooted on the dew covered grass.

In addition to the two water-ways, the Rockaway River and the Morris Canal, which offered the attraction of water sports to the summer visitor, Denville boasted a number of lakes. Those which, at this time, had already became centers as planed vacation homes, were Cedar Lake, Rock Ridge, and Estling Lake. Each of them had developed a sort of independent existence and had become a more or less independent or close corporation.

This, then was Denville, at the time of incorporation as an independent township.

From that date, down to the present, the steady influx of city dwellers, who not only contributed to the increase of the population of the township but who demanded the sort of conveniences to which they had become accustomed made rapid changes inevitable. From 1912 on the growth of Denville may perhaps best be traced in the history and growth of its various activities and institutions.

But Denville existed long before 1912 and the account of its early beginnings is as interesting as the story of its twentieth century growth".

THIS AND THAT
DID YOU KNOW

John Hinchman had the first store in Denville.

E. C. Peer had a grocery and general store on Diamond Spring Road and sold to people who passed along

on canal boats etc. That store is still in existence and is now run by his sons -- Horace and Ritter Peer.

The Brick Building where McSulla's store is now located housed a grocery store for many years being run by a Mr. Wadsworth. He lived where the Chapel of St. Francis Health Resort is now located.

The Dickerson grocery business was moved from the center of town to the edge of Denville and Mt. Tabor. Elmer Dickerson and son Claude still operate the business there. Later Stephen Dickerson built the store where Powells Grocery is now. He lived there and conducted a store there until his death.

The original Post Office was located in a building which is now a vacant lot, opposite the Main Street Traffic Light. Fifty years ago it did not require one's full time to handle Uncle Sam's mail. The Post master then was Mrs. Daniel Righter. The "office" was in a small store and when Mrs. Righter was not busy with the mails, she tended store and conducted a laundry agency.

Cornell's Tea Room (now Deerfield Restaurant) was the first business on Broadway.

Indian Lake is an artificial lake, developed by Arthur D. Crane Co. The project was begun by Joseph Righter who also conducted a vanilla extract manufacturing place back of the old house where the "Denville Herald" was printed until 1951. This house is now demolished and a municipal parking lot is on the site.

During the Revolution Hessian prisoners were brought here to work in the iron mines. After the war many stayed on to become permanent loyal citizens of the new country. The Lash family are decendants of one such prisoner. George Lash, Denville Township's build-

ing inspector was so appointed in 1930 when the office was created. In an interview with Mr. Lash, he told of these interesting things: "Thomas Harriman was my grandmother's great grandfather. He 'took up' land from Beach Glenn to Powerville under terms of the English crown. This was in the late 1600's. He was a Presbyterian minister and came from England. They say he had a little log church on his property somewhere along Pocono Road. He, his descendants and their descendents are all buried in the Denville cemetery. His grandsons built log cabins on the 'return' as the land was called. The cabins disappeared, of course, but the wells are still there.

Joseph Harriman built a stone house on the site where Marshall Lash now lives (corner of Morris Ave. and Kitchell Rd.).

Joseph Lash had twin daughters-Abigail, one of the twins was my grandmother. "How did they get this land"? "Well the rule was you spotted your return, then you either worked it or put a fence around it and it was yours. They say that sometimes a bottle of rum and a few dollars could make the kings' governors wink at the rules. (My how times have changed -- or have they!)

Bald Hill (Now Hill-Crest Drive) got its name from a Bald Eagle supposed to have nested among the rocks which make a "bald" spot on top of the mountain.

At one time a twin pine grew from out the rocky ledge. Its height was such that the hardy souls who climbed it could see New York harbor, on a clear day. During the era of Ku Klux Klan gatherings, some pranksters set fire to the pine in order to frighten Denville residents. This of course destroyed the look out.

The Texaco Station in the center of town stands where the first school stood. The building was moved

and attached to the Hinchman house after being abandoned for school purposes. The Hinchmans used it to store cranberries.

George Lash also told this humorous story. "There was a large Cranberry Bog where the Denville Theater now stands and another small one where the Esso Station is on Hinchman Ave. John Hinchman would go to the Post Office and announce that he was hiring pickers. The wages - 2¢ per qt. One day Thomas Lash brought in his baskets and when they were measured he was found to have picked 100 qts. Hinchman fired him because said he, 'I can't afford to pay any man $2 a day'.

Lenape Island in Indian Lake was a former Indian camping ground.

Gathering Silver Moss was at one time quite an industry. There were large beds at Cranberry Pond (Cedar Lake) and at Barton Ponds (Rainbow Lakes). Walter Clark and Son gathered and baled the moss at Cranberry pond. They hauled loads of it to the Railroad station with spring-wagon and team.

Barton Ponds beds were harvested by John Barton. There were small beds around Minnie Pond. This natural pond formed by glacial movement was directly behind Romco Motors building. It is now filled in because the Boonton Branch of the D. L. & W. Railroad had trouble keeping their tracks from sinking in this spot.

Arrowhead Lake is a natural body of water. It was first known as the "Protectory Pond", as it belonged originally to the Catholic Protectory for Boys (now St. Francis Health Resort). It was sold to Arthur D. Crane Co. and enlarged for residential and resort purposes.

We are indebted to Mr. Marshall Lash for many interesting old pictures and bits of information. He told

me that the original foundation for the house in which he now lives (corner Morris Ave. Kitchell Rd.) was laid in 1755. The living room has the hand-hewn beams made from tall white wood trees. These beams were in the stone kitchen of the original house. Wooden pegs which served as nails as well as "lath" stripping made from sapling trees are still in the family's possession. The grant of land where Mr. Lash's house stands was taken when the capitol of New Jersey was moved from Newark to Perth Amboy. He believes that the oldest house in Denville is the second house on Florence Ave. (off Diamond Spring Rd.) It is unoccupied.

Mr. Lash told, too, of the caves around Cedar Lake. Tradition says that some were bear caves. Ammunition and animals were hidden in them during the Revolution.

Did you know that the expression "I'm bushed" originated in these parts? Seems the ministers in those days 'rode circuit'. They preached perhaps only once or twice a year in the various villages. Now if you were young with plans for marriage in the making you had to set the date to coincide with the preacher's visits. When that date was determined the young man began to build a house. Other young men turned out to help so that all would be ready by the eventful day. Of course there were refreshments for the workers. Sometimes these were the "spirited" kind. Occasionally a young man would get too much so he'd crawl off underneath a bush to sleep it off. Anyone inquiring of his whereabouts would be told that "he's bushed -- over there!"

Union Hill was originally known as Pigeon Hill -- sometimes spelled "pigen" in old records. The only record of the meaning of the old name is the spoken history handed down from generation to generation. The story is told that a great famine visited the people. Some accounts say it was during a terrific blizzard and others

say during a prolonged drought. The people were desperate for food. They fell to their knees and prayed to God to send relief. Flocks of pigeons came and remained while the famine lasted. By eating these fowl of the air, the inhabitants of this section escaped starvation. Thus in honor of deliverance, the site was named "Pigeon Hill."

On May 16, 1860, a school district, part of it from Rockaway Township and part from Randolph Township, was created to serve the families of this section. Because of the uniting of two townships in this effort, both school and school districts were called "Union". Gradually the name "Union Hill" began to replace "Pigeon Hill" and today this section is known as Union Hill.

"The Old Sow", an eighteen pounder cannon, was located on Prospect Hill, a summit of the Short Hills, during the Revolution. This gun, always loaded was fired at the first signs of the enemy. A pile of tar barrels and dry wood was kept near by and lighted at the first alarm. Smoke by day and bright light by night flashed the signal to Beacon Hill in Denville as well as to other spots in Morris Co.

The signals were also received at Rock Etam in Union Hill. Here the "watch" blew several blasts on a ram's horn to warn the residents, especially General Winds, whose farm lay in the valley just below.

Beacon Hill is so named because of this service during the Revolution. Pine knot torches flashed signals to Bald Hill and to Springfield, N. J. to warn of enemy movements. A fan (probably of metal) waved in front of the torch provided the code for messages.

Did you know that a line extends from Union Hill to Mt. Tabor marking the end of a glacial movement which left "pudding stones" in its wake? Few of these beautiful "pudding stones" are found south of this location.

When the Seeing Eye was started in America in January, 1929, Mr. Wili Ebeling went to Nashville; took the entire course of training, and himself turned dogs over to the blind. When it was found that the climate of Nashville was too warm, he offered the use of his place at Lake Openaka to house the trainers and the dogs, the training being done in Morristown. From April, 1929, to December 1, 1931, the working quarters of the Seeing Eye was at Lake Openaka. At the latter date it was moved to the present headquarters near Morristown. In the beginning, Mr. Ebeling gave a number of his dogs to be trained as blind leaders. Later, he gave up his breeding operations in order to devote his entire time to the Seeing Eye of which he is executive Vice-President.

John Peer, one of the last skippers of the Morris Canal era, died recently.

Mr. Peer, who lived at 211 Morris Ave., was born on a canal boat owned and operated by his father, the late James W. Peer, as the family was ferrying coal from Phillipsburg to Hoboken. The boat was at Montville at the time.

Mr. Peer was the last member of a family of 16, many of whom also piloted canal boats.

Mr. Peer plied the Morris Canal until the advent of the railroad outmoded canal boating as a means of transportation in North Jersey. He then went to work on the old Lehigh Canal in Pennsylvania and later was skipper of a coal barge on the Hudson River.

He retired from boating in 1919 and moved here where his family had lived winters when the canal was frozen over.

In 1927, he went to work with the township Road Department and retired in 1948. His hobby in the last seven years was making scale models of canal boats.

SLAVERY

From the first settlement of New Jersey, slavery existed. No measures were adopted for its prevention and with the sentiment that then prevailed concerning the slave trade and the institution of slavery it is not reasonable to suppose that it could have been prohibited.

As early as 1696 the Quakers of the province united with those of Pennsylvania to discourage the importation and employment of slaves.

On February 24, 1820, a law was enacted making every child born of slave parents subsequent to July 4, 1804 free -- the males on arriving at the age of 25 and females at 21. Under this law and that of 1846 slavery disappeared from the state.

In 1790 there were in the state 11,423 slaves. This number was reduced by 1860 to 18.

Col. Glover, who first owned the farm now covered by St. Francis Health Resort and St. Clare's Hospital, was supposed to have had slaves.

From an old handwritten ledger done by J. P. Crayon of Union Hill, the meaning of many Indian names in this vicinity are given.

Mish-il-li-mack-a-neck he pronounces Mack-i-naw, the last syllable rhymes with saw, while in spelling the word Mack-a-naw he pronounces Mishillimackanack.

Acquackannunk - Indian name of place where gum blocks were found for pounding corn.

Ho-bo-ken - Indian name for tobacco pipe.

Hack-en-sack - A stream that unites with another at low level.

Mus-con-et-cong - A rapid running stream Netcong - a contraction of same.

Nav-i-sink - Indian name for good fishing place.
Pis-cat-a-way - Getting dark.
Pas-sa-ic - Lenape Indian name for valley . . . Spelled in old deed 1687, Passick, 1688, Pisaic, 1718, Passaik, 1719, Passyock, The river was called by the Indians Pach-sa-jeck, which signified flowing through the valley.
Pek-han-nek - Indian word for Pequannock meaning dark river.
Han-na or Han-veh - Means water in motion.
Le-chan-hanna - Original of Lackawanna
Wi-hil-luck - Indian name for river, thus
Lenape-wi-hil-luck (Delaware) river of the Lenape.
Mohican-wi-hil-luck (Hudson) river of the Mohican.
Scheyich-by (Shaik-bee) the general Indian name for New Jersey or land between Delaware and ocean.
Sha-by-a-ki, or shoreland so called by the Lenni-Lenape.
Hup-pa-chung, Hopatcong.
Kant-ka-wi-an-ning, Budd Lake
Al-a-ma-tong, Allamuchy
Wat-chung, Orange Mt. range also called Wat-shu-ung more correctly Wachts-chu.

Pic-at-tin-na, Indian name for Mt. cut up in peaks and valleys, the name given to green pond, mountain range -- locally Picatinny Powder Works.
Min-ah-sin-ing - Indian name of place where the stones are gathered together -- locally Minisink.
Ar-ra-reek - Indian name given to Pompton Lakes.
Suck-ah-sin - Black Stone
Suck-as-sin-ning - Place of blackstone, name given to Succasunna, and was spelled by John Reading in 1713-16.
Zuk-ka-zun-ning - In old deeds given by him also half a dozen different ways always commencing with Z.
Sha-wan-guck - or Sha-wan-gung - Indian name usually given to Mountain - Webster pronounces Shon-gum

Indian words ending in uck or ung do not sound K or g - but a sound between, a - usually has a broad sound aw.

Wa-wa-an-da - Indian name for winding river, modernized to Wa-way, an-da broad a on first syllable only.
Rar-i-tan - Forked River
Rockaway - From Rockawack tribe of Indians, who encamped where village is located - name also given to river and mentioned in old deeds as Rock and Way.
Openaka - Modern Ninkey or Ninky, is name mentioned in deeds and surveys supposed to be the Indian name of the place - if so, probably an Indian Chief, as this was inhabited by the Rockawacks.
Whip-an-y - Indian name of Arrow Creek, more probably from the Whip-pan-nong tribe of Indians.

Some interesting weather observations from this same ledger follow:

"A.D. 1714 - weather remarkably mild. Flowers seen in woods in February.
1717 - February 19th to 24th - the greatest snow ever known in Morris County. Some authorities state 12 feet deep.
1730 - January 20th a deep snow, the like not known in many years.
1740 - A cold winter, snow three feet, great suffering of people and cattle.
1760 - Greatest fall of snow in Morris County since 1717.
1762 - Heat and drought greatest ever known. No rain from June to Sept.
1765 - Snow fell in Morris County on March 28, 2 1/2 feet deep.
1769 - Leaves of willow, blossom of peach and flowers seen in February.
1779-80 - Coldest winter since 1740. Snow 4 feet deep for 3 months.
Thermometer did not rise to freezing point during January.

1781 - Remarkable mild winter. Earth scarcely frozen 1/2 inch deep.

1799 - 1800 - Open winter until January 6th, when snow fell 3 feet and as far south as Georgia.

1812 - Cold summer, snow and frost every month. Corn did not ripen.

1835-6 - Winter of deep snow, 4 feet on level. Coldest since 1779.

1856-7 - Coldest year throughout since 1779.

1869-70 - Warm winter, did not reach zero at any time.

Miss Anna Hall who lives in the John Hall Homestead next to the fire-house, provided much information included in the chapters throughout this book. In a letter she says:

"It is true that I was the first Denville pupil to be graduated from any high school. I was graduated from Morristown High not too long after the blizzard of 88. I was 16 and the youngest at that time for such graduation. In those days we had no sidewalks, no street lights, no autos, no busses, no trolleys, but we did have a horse and buggy. A miserable kerosene lamp in the center of the dining room or kitchen table sufficed for our reading and homework. Rev. Trumbower appointed me the first organist in the Denville Methodist Church. In those days few people had musical instruments in the home but we had an organ. My father conducted a Sunday afternoon singing class. This was my real foundation for church organist although I studied in N. Y. later. I was 12 years old when I became organist here in Denville. I must have presented quite a picture with my braided locks.

Our first house built by my parents just after the close of the Civil War was originally a small building but was enlarged to a 30 room dwelling. It burned to the ground in 1913. The house I now occupy was moved from the front, together, with the small house in the rear."



This was John Hall's house which stood originally near Main Street. Later it was moved back and joined to the "little house" visible in back. The smaller house is over 200 years old and served for a time as a Methodist parsonage when services were held in a house which now stands in back of the Community Methodist Church.

(Courtsey of Miss Anna Hall)



Main Street in front of Miss Anna Hall's home.

(Courtsey of Mrs. Owen Leek)

SUMMARY

Do you remember that sentence in the opening paragraph of this book -- "No one toured the countryside and decided that here would be located a township and that it should be named Denville". As you see many things worked together to form the township we now know as Denville Township. Long before we were a Township the village of Denville existed as a village of Rockaway Township. When John Den built his home "where the brook joins the river" people began referring to it as "Den's place". The brook became Den's brook. More houses were built. Gradually the village took the name of Denville which really means Den's place and Den's Brook became Den Brook.

Some records of our growth have been well preserved, some have been lost, some are records handed down from generation to generation, orally. Every effort has been made to sift the correct from the incorrect, but however carefully work is done there is always room for error. It is sincerely hoped that these errors will be minor and that the work here set down will be used by young and old alike to develop a knowledge and appreciation of the things that have gone before us and a desire to make our town grow and grow toward a better and brighter future in all ways.

Because of space, many details have necessarily been eliminated as they were of such nature that they would be of interest only to certain individuals. However, a list of source materials follows so that getting such information may be made a little easier.

Records of old family histories may be found in a volume called "Rockaway Records" by J. P. Crayon. The public library in Rockaway has one and the Trustees of Union Hill Chapel another. These may be used on the premises.

A hand-written ledger of family histories, Board of Education records and interesting church history, also by J. P. Crayon is the property of the Trustees of Union Hill Chapel and may be used on the premises.

There is a W. P. A. History of Denville called - Inventory of the Municipal Archives of New Jersey - No. 14 - Morris Co. Volume 8 - Denville Township, may be used at the Morris Co. Library. It contains a detailed account of the branches of government of a township and the duties of each as well as many statistics.

Munzell's History of Morris Co. published in 1882 may be used at the Mt. Tabor Public Library. It is a very old volume with much of our early history contained in it.

A two volume work by the Lewis Historical Co. published in 1914 and called "A History of Morris County" contains details of early times scattered throughout the account of the early days of Morris Co. There is a copy in the Denville Memorial Library and a set is owned by the author of this book.

A two volume set published by this same company contains biographical sketches of the leaders of Morris County. There are many of these copies in homes and local libraries.

Many volunteer organizations have contributed much to the life and growth of Denville. To go into detail concerning their work would produce another volume. We must therefore content ourselves with a list of these groups.

DENVILLE (Town)

V.F.W. and Auxiliary

American Legion - Auxiliary
Fire Department Association - Auxiliary
Blue Caps
Boy Scouts
Girl Scouts
League of Women Voters
Woman's Club
P.T.A.
Little League & Mothers' Auxiliary
P.A.L.
Township Committee
Chamber of Commerce
Rotary
Kiwanis
Lions
Community Church
Undenominational Church
St. Mary's R. C. Church
Episcopal Church
St. Clare's Auxiliary
Indian Lake
Estling Lake
Cedar Lake
Rock Ridge Lake
Lake Arrowhead
Knights of Columbus
Daughters of the Union
W.C.T.U.

UNION HILL SECTION

4-H Clubs (7)
Civic Association
Thursday Afternoon Club
P.T.A.
Union Hill Chapel



White Tower Before Broadway

(Courtsey of Mrs. Hackel)



Hinchman yard - now Broadway, Denville

(Courtsey of Raymond Righter)



Denville Center Intersection in 1928. Now Diamond Spring Road and Broadway.

(Courtsey of Arthur Strathman)



Denville Center in 1955. Diamond Spring Road, Broadway and Main St.



Main Street - At right the home of Horace Cook Sr. Trolley Tracks at left.
(Courtsey of Mr. & Mrs. Lawyer Young)



Main Street Wayside Inn Stables in foreground. Now sight of Steven's Service Station.
(Courtsey of Mr. and Mrs. Lawyer Young)



Looking down Main Street. Wayside Inn and Stables in background.

(Courtsey of Marshall Lash)



First Business on Broadway

(Courtsey of Mrs. Cornell)



Same Scene on Broadway, 1955



Approved Beach attire at Estling Lake - Gay Nineties.

(Courtsey of Mrs. Lawyer Young)



Forerunner Denville Recreation Commission.

(Courtsey of Raymond Righter)



Old Morristown Road (Rt. 53) looking toward Denville Center from Dickerson Store, Mt. Tabor.

(Courtsey of Claude Dickerson)



Dickerson's Store, Mt. Tabor, Rt. 53, when owned by Dan's family.

(Courtsey of Claude Dickerson)



Old River Rd., (Diamond Spring Rd.) Bridge.

(Courtsey of Kenneth Freeman)



Looking east from Bloomfield Ave. Taken Main St. before completion of Elevated Highway

(Courtsey of Mr. Wills)



Thought to be a Class at two room School.

(Courtsey of Elmer Vanderhoof)



Aunt Tillie and Uncle Stephen Dickerson's store on Diamond Spring (River Road) Road. Now Powell's Market. (Courtsey of Mrs. Shepps)



Peter Smith's house. Small L, now removed, believed to be oldest dwelling in Union Hill.
(Courtsey of Mrs. Walter Joy)



Peter's Pig Pen - Cave in rocks near Fire Tower, Union Hill. Peter Smith hid his Pigs here when Indians were on a rampage.
(Courtsey of Mrs. Walter Joy)



Where Washington's horse had a shoe repair job during march to Morristown. Old blacksmith shop now part of Helliwell's barn, Union Hill.

(Courtsey of Union Hill History)



Early photo of Village of Denville from Tabor Hill, Present Rt. 53 in background.

(Courtsey of Mt. Tabor Library)

INDIAN LAKE

The following pictures show the development of Indian Lake. The project begun by Joseph Righter, was named Lake Lenape by him. After his death, Athur D. Crane Co. completed the development and re-named it Indian Lake. The pictures are from the collection of Mr. Righter's daughter, Mary Righter Hackel.



Righter's Swamp looking toward Franklin Road.



Indian Lake Dam, Indian Road and East Shore Road Intersection. First Officer at left.



Righter's Swamp flooded. Hussa Homestead in background.



Damm Completed



First dwelling begun on Lake. See white spots above boats. Now Pollack's home.

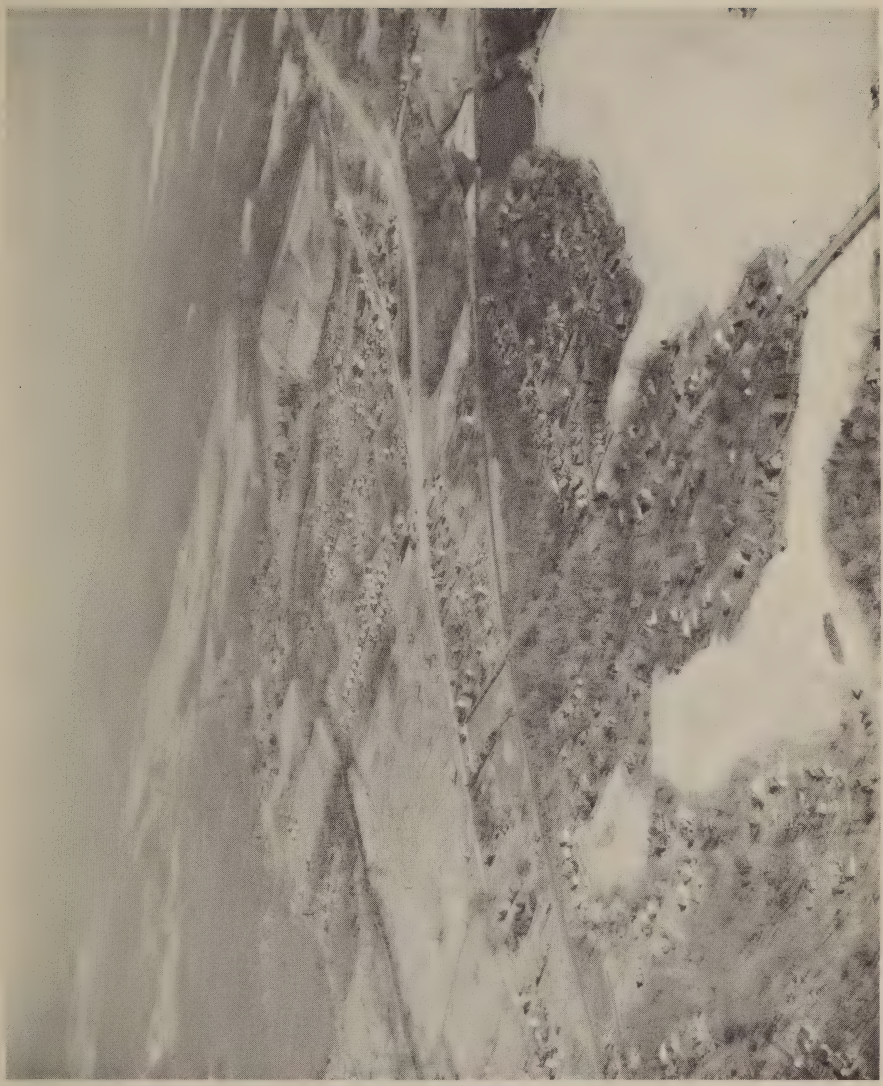


Lenape Island



Righter Homestead on Diamond Spring Road, later home of "Denville Herald", now Municipal Parking lot.

(Courtsey of Mrs. Hackel)



Air Photo - Indian Lake 1942.

(Courtsey of S.J. Gill)



1942 Air Photo Denville, Rockaway Branch D.L. & W. lower left. Main St. School and Fire House lower right. Rt. 53 Underpass, at State Highway 46. St. Francis' Health Resort in background.

(Courtsey of S.J. Gill)



Air Photo Denville Center, 1942. State Highway 46 in Foreground. St. Francis' Health Resort in Background.

(Courtsey of S.J. Gill)



Cedar Lake 1955



Rock Ridge Lake 1955



Lake Arrowhead 1955



Old House on former Doremus farm, corner Diamond Spring Rd. and Old Boonton Rd. House no longer standing but shows type of early construction. Now Henn Home.

(Courtsey of Mrs. Hochel)

Presented to

Malinda Smith;

Whose general behavior merits the approval of her teacher

Kate Ayres.

Union October 1869.

(Courtsey of Mr. Walter Joy)



Class at two-room School early 1900's

(Courtsey of Mrs. Hendershot)



Class at Two Room School early 1900's.

(Courtsey of Mrs. Hendershot)



Class of 1906, Union Hill. Miss Margaret Dickinson, Teacher.
(Courtsey of Mrs. Walter Joy)

TOWNSHIP OF DENVILLE, MORRIS COUNTY, NEW JERSEY
1955

Six Election Districts

OFFICIAL FAMILY

TOWNSHIP COMMITTEE: A Mayor and four Committee members. (5)
STANDING COMMITTEES: Composed of Committee Members;

Building and Lands	Finance	Public Safety	Water
Purchasing and Sewer	Roads	Lights	

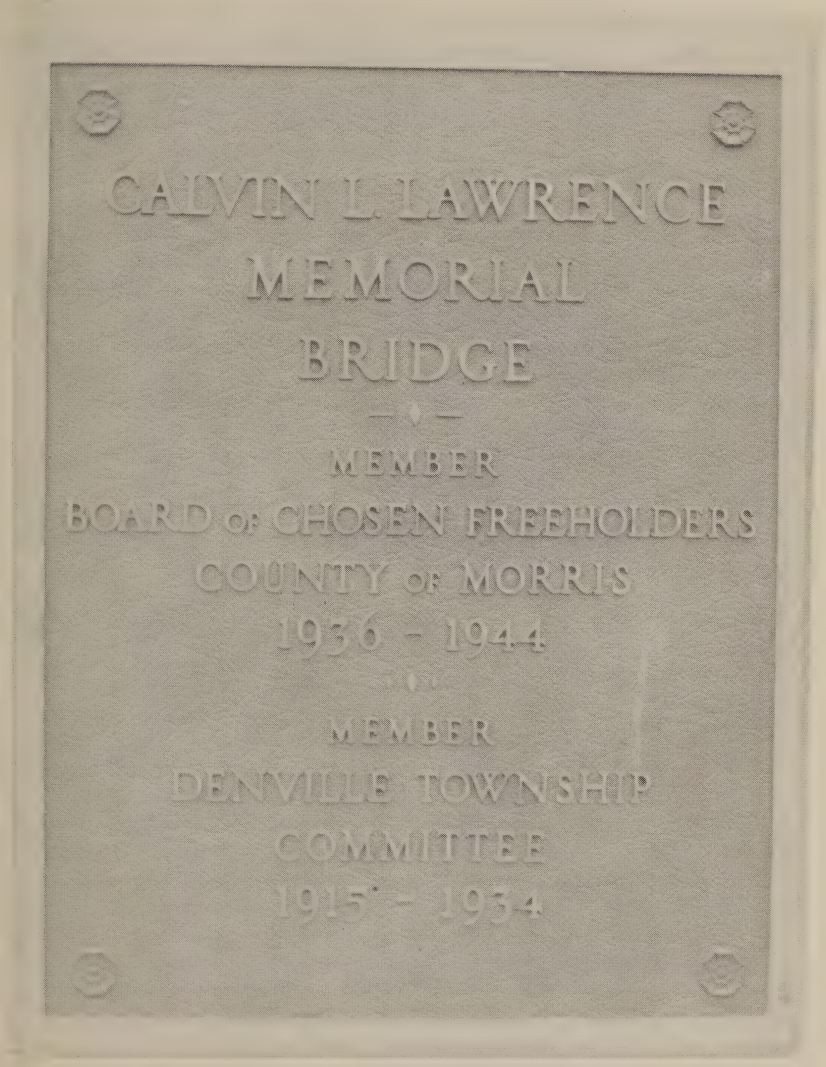
Clerk	Tax Collector	Tax Assessor

Planning Board (9 members)	Plumbing Examination Committee (3)
Board of Health (5)	Board of Standards and Appeals (5)
Shade Tree Commission (3)	Zoning Board of Adjustment (6)
Recreation Committee (5)	Local Assistance Board (5)
Civil Defense (2)	Police and Fire Surgeons (6)

APPOINTED OFFICALS

Secretary
Attorney
Deputy Collector
Tax Searcher
Treasurer
Sewer Clerk
Fire Inspector
Fire Department: Chief; 1st, 2nd Asst., Capt., Lt.

Superintendent Public Works	Building Inspector
Asst. Supt. Public Works	Oil Burner Inspector
Auditor	Health Inspector
Welfare Director	Registrar Vital Statistics
Water Clerk	Magistrate
Engineer	Special Police Officers
Dog Warden	Constables



Placque on Rockaway River Bridge, Diamond Spring Road.

MAP OF
DENVILLE TOWNSHIP
MORRIS COUNTY, NEW JERSEY




BROOK
HIBERNIA AV
FORD
RD
BEAVER
ROCKAWAY
DOCK RD
MORRIS
HERO LA
SPEAR LA
OAK LA
RD
ROCKAWAY
KITCHELL
HILL CREST
DR
WOODLAND RD
SEYMOUR
HARTMAN TER
VALLEY WAY
KNOB RD
WATCH TOWER RD
WEST
GREAT BEAR RD
OVERLOOK DR
CEDAR LAKE
EAST
FLORENCE
AV
BROOKVIEW RD
WEST GLEN
ROCK RIDGE LAKE
EAST GLEN SUMMIT
ROCK RIDGE RD
LAKE RD
WHALEBACK RD
CANYON RD
HILLVIEW TERR
LINCOLN PL
COOKS POND
ELIZ WAY
SPRING
BOONTON RD
TOWPATH RD
POWERVILLE RD
OLD BOONTON RD
RIVER
ROCKAWAY RIVER
POCONO
DEN BROOK
GARWOOD
LAKEWOOD
LAKE ARROWHEAD
NORRIS
WALNUT
ELM ST
OAK
LAKE RIDGE
CRESTMONT
LAUREL WOOD
W. SHORE RD
FERNWOOD TR
PINE WOOD
BLVD
BIRCH LA
RAINBOW TR
CURB RD
SUNSET VIEW
OVERLOOK TERR
SPRUCE WOOD RD
LONGVIEW
MAPLE
WILLOW
WOODLAND
RD
TR
DR
PL
AV
ST
RD